MILWAUKEE DAILY SENTINEL.

VOLUME X—NEW SERIES. MILWAUKEE, MONDAY MORNING, MAY 1, 1854. WHOLE NUMBER 2854.

Milwaukee Daily Sentinel.

PUBLISHED EVERY MORNING, (SUNDAYS EXCEPTED,) BY

RUFUS KING & CO.,

AT THE OFFICE,

Nos. 205 & 207 EAST WATER STREET,

CORNER OF WISCONSIN STREET,

IN THE SECOND, THIRD, AND FOURTH STORIES OF LUDINGTON'S NEW BRICK BLOCK.

TERMS:

THE DAILY SENTINEL will be left at the door of City Subscribers at Six Dollars a year, payable Quarterly or Six Cents a Month; or, 12½ Cents a Week, INVARIABLY IN ADVANCE.

TRI-WEEKLY SENTINEL—THREE DOLLARS a year, INVARIABLY IN ADVANCE, AND THE PAPER DISCONTINUED WHEN THE PERIOD FOR WHICH IT IS PAID, EXPIRES.

WEEKLY PAPER—ONE DOLLAR a year, INVARIABLY IN ADVANCE, AND THE PAPER DISCONTINUED, WHEN THE PERIOD FOR WHICH IT IS PAID EXPIRES.

TO OUR ADVERTISERS.

IN ORDER that there may be no misunderstanding in regard to Advertising, we here state the rates determined upon in our daily papers, from Jan. 1st, 1851:

1 square (per year)	$12 00	1 square, 2 weeks,			$2 75
" " 9 months,	10 50	1 " 1 "			1 50
" " 6 "	9 00	1 " 6 times,			1 38
" " 3 "	6 00	1 " 4 "			1 25
" " 2 "	5 00	1 " 2 days,			1 00
" " 6 weeks,	4 50	1 " 2 "			0 75
" " 3 month,	4 00	1 " 1 "			0 50
" " 2 weeks,	3 50				

Twelve lines Nonpareil (or less) make a square. Leaded Advertisements, "after reading matter," 50 per cent. additional on the above rates.

One sqr. for a year, with a change once a week, $25; 2 sqrs. $50; 1 sqr. with a change every day, $50; 2 sqrs. $100; 3 sqrs. with four changes a year, $25; (DAILY PAPER NOT INCLUDED.) No paper will be discontinued (unless at the discretion of the proprietors,) until all arrearages are paid.

Persons wishing to discontinue their yearly or casual advertising, must give notice at the Counting Room. All yearly advertisements discontinuing their advertising before the year is out, will be charged at the above rates.

The privilege of Annual Advertisers is limited to their own immediate business, and all advertisements for the benefit of other persons, or on other business, must be paid for at the usual rates.

Communications, the effect of which is to promote private interests, to be paid for at the rate of 50 Cents per square for a single insertion.

In all cases where advertisements are sent in, marked "DAILY AND WEEKLY," they will be charged 50 Cents per square for the first insertion, and 25 Cents for each subsequent insertion in the Weekly.

Advertisements not accompanied with written directions, will be inserted one month, and charged accordingly.

RUFUS KING & CO.
WM. E. CRAMER,
S. M. BOOTH.

Jan. 30. 1y

☞ All letters and communications must be post paid.

BUSINESS CARDS.

BENJAMIN B. RICHARDS,

ATTORNEY AT LAW—DUBUQUE, IOWA. MR. RICHARDS WILL attend to Entering Land for settlers in Northern Iowa. ap18-wtw1y-6mo*

WISCONSIN LAND AGENCY.

LOCATED AT SUPERIOR, WISCONSIN, ESTABLISHED IN 1836. The subscribe continues to attend to the Purchase and Sale of Real Estate, Payment of Taxes, Negotiation of Loans, &c., &c. Taxes paid in all portions of the State, Land Warrants, Bonds and Mortgages, County, Town, and City Orders Bought and Sold.

Immigrants may find it for their interest to examine some choice tracts of unimproved lands, located expressly for farming purposes. These lands (about 90,000 acres) are situated chiefly in the Counties of Pond du Lac, Calumet, Manitowoc and Sheboygan, and may be had at low prices and satisfactory terms of payment will be granted to persons becoming immediate settlers. ☞ Office in Otten's Brick Block, Eight Street. ap25-1y* GEO. W. COLE.

A. W. PAINE.

ATTORNEY AT LAW, - - - Fond du Lac, Wis.

HAS an abstract of all the recorded land titles in the county, and the original entries at the land office, securing the original purchaser, and the present owner of any description of lands or lots in the county. Attends to the investigation of titles. ap19dly

JAMES K. EDSALL,

ATTORNEY and Counsellor at Law, and Solicitor in Chancery. Fond du Lac Wis. ap12

AUSTIN & LEWIS,

ATTORNEYS AND COUNSELLORS. MR. LEWIS having purchased the interest of J. DAVIS DUNN in the Abstract formerly owned by Austin & Dunn, the new Firm will furnish Abstracts of Title of all Lands and Lots in this City and County.

B. A. AUSTIN, ALLEN DAWSON, ALLISON LEWIS.
February 22, 1854. feb22

COLLINS, SMITH & KEYES,

ATTORNEYS AND COUNSELLORS at Law, MADISON, WISCONSIN. A. L. COLLINS, GEO. B. SMITH, E. W. KEYES. aug5

MARTIN L. KEMBALL,

ATTORNEY AND COUNSELLOR AT LAW, BERLIN, MARQUETTE County, Wisconsin. my31-1y

MAY, NEWHALL & SPANGENBERG,

ATTORNEYS AND COUNSELLORS AT LAW AND SOLICITORS IN Chancery. Office in Kneeland's Block, No. 217 East Water Street, Milwaukee Wisconsin.

A. C. MAY, BENJAMIN NEWHALL, EMILUS SPANGENBERG.

W. N. YATES,

ATTORNEY, COUNSELLOR AND SOLICITOR, HAS RESUMED HIS profession, and will continue permanently and exclusively the practice of his profession in all the various Courts in the State. Office of J. B. Cross, Esq., Wisconsin Street, Milwaukee.

WM. HENRY WRIGHT,

ATTORNEY, SOLICITOR AND COUNSELLOR, 171 ½ EAST WATER Street. jan15

WELLS & BRIGHAM.

ATTORNEYS AT LAW.

MILWAUKEE, ... WISCONSIN.

Office in Phœnix Building, over the O'Neilly Telegraph Office.

CHAS. E. WELLS. JEROME B. BRIGHAM. v39

D. A. J. UPHAM,

ATTORNEY, SOLICITOR AND COUNSELLOR, Office in the Law Block, Wisconsin st., Milwaukee.

HANDALL & GRISWOLD,

ATTORNEYS AND COUNSELLORS at Law, and Solicitors and Counsellors in Chancery. Office in Ludington's Brick Block. P. RANDALL,
Nov. 25. S. W. GRISWOLD.

EDMONDS & VAN DYKE,

ATTORNEYS AND COUNSELLORS AT LAW, Milwaukee, Wisconsin. Office 201 East Wisconsin street, corner of Wisconsin street—Martin's Block.

aug2 JOHN S. VAN DYKE
JORDAN S. EDMONDS.

McGREGOR & TENNEY,

ATTORNEYS AND COUNSELLORS AT Law. Office removed to Farwell Buildings, nearly opposite the Bank.

Mar. 14. dly

BROWN & OGDEN,

ATTORNEYS AND COUNSELLORS AT Law, Milwaukee, Wisconsin. Office on Wisconsin street, over the Post Office. April 29.

J. M. GUITEAU,

ATTORNEY AND COUNSELLOR AT LAW, AND COMMISSIONER OF Deeds for Ohio, Kentucky and other Western States, (late of Cincinnati,) will give prompt attention to all business entrusted to his care. Office No. 24 Wall Street, NEW YORK. apr20

WATKINS & STARK,

ATTORNEYS, SOLICITORS AND COUNSELLORS. OFFICE, Wisconsin Street, corner of Main.

CHAS. R. WATKINS. JOSHUA STARK.
jan4dtf

L. WYMAN,

ATTORNEY AND COUNSELLOR AT LAW—Office over Store No. 200 East Water Street.

P. L. BOSSIN,

ENGRAVER IN METALS AND WOOD, No. 8 Wisconsin-st., corner of Water, opposite Stage Office. Executes Official Seals, Notarial Seals, Seal Stamps for Societies, etc. Also Stencils and Brands, and every other work in his line. Milwaukee, Feb. 21, 1852.

MARSHALL & ILSLEY,

BANKERS AND EXCHANGE BROKERS, 134 U. S. Block, East Water street, Milwaukee.

TURTON & SERCOMBE,

EAGLE STEAM FOUNDRY West Water street, Milwaukee.

TUCKER & GARVEY,

ATTORNEYS AND COUNSELLORS AT LAW, SOLICITORS IN CHANCERY, Real Estate brokers, Emigrant, and General Insurance Agents. Office in Chapman's Block, over Marshall & Ilsley's Bank, corner of Huron and East Water Streets, Milwaukee, Wisconsin.

E. C. E. GARVEY. jan4 WM. H. TUCKER

JOHN COLGATE,

DEALER IN

SHELF HARDWARE,

IRON, STEEL, NAILS,

MECHANICS' TOOLS, &c., &c.,

NO. 111, EAST WATER STREET,

Milwaukee, Wisconsin. myl4

THROOP & BAILEY,

HAT, CAP AND FUR MANUFACTURERS,

MUFFS, BUFFALO ROBES, OVERSHOES,

Mittens, Gloves Canes, Umbrellas, Silk Handkerchiefs and Cravats.

☞ Hats and Caps made to order on short notice. ALL ORDERS FROM THE COUNTRY PROMPTLY ATTENDED TO.

Cash paid for Furs and Skins.

—175—

East Water street. mr27-1y Milwaukee

H. SPAAN,

GREEN GROCER, MARKET HOUSE.

VEGETABLES OF ALL KINDS RECEIVED EVERY MORNING.

FLOWERS in Pots, Garden and Flower Seeds. All kinds of Plants for setting, Cauliflowers, Broccoli, Asparagus, also, the choicest varieties of Dahlia Roots, Rose Bushes, Cactus and all other choice kinds of Flowers for sale at the lowest prices. jel1

ORLANDO L. STEWART,

ATTORNEY and COUNSELLOR at Law. Office Nos. 7 and Arcade Building, East Water Street—Milwaukee, Wi consin. ap17-1y

OTTO SCHWARTZ,

AGENCY—OFFICE EXCHANGE BLOCK, MICHIGAN STREET, next to J. Mitchell's Bank. my16-1y

C. ATHEARN & CO.

MANUFACTURERS AND DEALERS IN

TOBACCO, SNUFF AND CIGARS.

No. 35, EAST WATER STREET,

MILWAUKEE, WIS.

BUSINESS CARDS.

CHARLES STOLZ,

Mason Street, opposite the City Hotel, next door to W. Preusser's Jewelry Store.

House, Sign and Ornamental

PAINTER,

Imitator of Wood and Marble,

GLAZIER, PAPER-HANGER,

Picture and Looking-Glass Framer.

STOLZ has a good stock of Stained Bohemian Glass Ground Rosettes, etc., on hand, which he will sell at New York prices.

WORK AS GOOD AS THE BEST,
TERMS AS LOW AS THE LOWEST.

mar8tf

CITY LEATHER STORE

AND

TANNERY.

G. PFISTER & CO.,

No. 149 EAST WATER STREET,

In the Store formerly occupied by Allis & Allen.

Have constantly on hand a superior article of

SOLE, UPPER, HARNESS, BRIDLE AND COLLAR LEATHER,

All of their own manufacture. Also a good assortment of Eastern

Sole Leather, French and Philadelphia Calf Skins,

And a variety of

SHEEPSKINS & FINDINGS.

☞ The highest price, in Cash, paid for Hides, Calf and Sheep Skins, and Wool, at their Store, and at the CITY TANNERY, on the Menomonee River, Walker's Point.

April 6

MAHLER & WENDT,

GENERAL COMMISSION MERCHANTS,

IMPORTERS OF FOREIGN

WINES, BRANDIES, LIQUORS,

AND CIGARS,

NO. 88, EAST WATER STREET,

MILWAUKEE, ... WISCONSIN.

AGENTS for the sale of Longworth's, Zimmermann's dry and sparkling Catawba Wines.

M. & W. will also take orders for the importation of Wines, Liquors, etc., from all parts of Europe. To be delivered to the purchaser under Custom House Bond.

A superior brand of RECTIFIED WHISKEY constantly on hand.

EXCHANGE on Germany bought and sold. sep1

J. H. SILKMAN,

Hat, Cap and Fur Manufacturer,

AND DEALER IN

BUFFALO ROBES, MUFFS, MITTENS,

GLOVES, UMBRELLAS, &c., &c.,

No. 160, East Water Street,

MILWAUKEE, - - WISCONSIN.

HATS and CAPS made to order on short notice. CASH PAID FOR FURS AND SKINS. dec21

UNCLE BEN,

HAS OPENED HIS NEW STORE, and is prepared to furnish all who favor him, with

HATS, CAPS AND FURS,

OF ALL KINDS,

Stone, Martin and Fitch Victoreen and Gauntlets of the latest Styles. Ladies Fur Gloves and Mitts, and Fur Overshoes

BUFFALO ROBES,

Buffalo Overshoes, Coats Fur Gloves, Trunks, Carpet Bags Valieces and Umbrellas, at

WHOLESALE AND RETAIL.

His stock has been selected with care and expressly for this market. Caps and furs manufactured to order on short notice. Please call in and look at his stock at

TROOP & BAILEY'S,

160, East Water Street.

N. B.—CASH paid for Shipping Furs and Deer Skins Milwaukee.

John Plankinton & Co.

SUCCESSORS TO H. S. BURTON,

MANUFACTURERS OF

SOAP AND CANDLES,

FACTORY in the FOURTH WARD, near the M. & M. R. R. Depot.

The highest price paid for Tallow and Soap Grease. Milwaukee, Sept. 26, 1853.

JOHN JENNINGS,

Morocco Manufacturer and Dealer

IN WOOL,

River Street, Near Oneida St. Bridge, MILWAUKEE

HAS CONSTANTLY ON HAND

Linings, Bindings and Russett Sheep Skins

AT WHOLESALE AND RETAIL.

☞ WANTED—SHEEP PELTS and WOOL for which the highest Cash price will be given. may30

Groceries & Provisions.

MORSE'S

Cheap Cash Store,

Corner West Water and Spring Sts., Milwaukee.

DEALERS IN

Flour, Pork, Fish, Salt, Sugars, TEAS, COFFEES,

And Groceries and Provisions of all kinds. Cash paid for all kinds of Country Produce. jel9-1yr

WISCONSIN

TRUNK MANUFACTORY,

121 . . . EAST WATER STREET, . . . 121

MILWAUKEE, - - - WISCONSIN.

AND

PREMIUM TRUNK STORE,

23 *Clark Street, Chicago,*

HAVING RECEIVED THE SILVER MEDAL AT THE ILLINOIS STATE FAIR.

W. & G. WRIGHT have a general assortment of Ladies' and Gentlemen's Travelling Trunks, of all prices, constantly on hand, consisting of Sole Leather Trunks and Valises, Ladies' Hat Boxes, Portmanteaus, Packing Trunks, Carpet Bags, &c., which will be sold as low as at any other establishment west of New York, at Wholesale and Retail.

AMERICAN EXPRESS COMPANY.

CAPITAL, ... $500,000.

DAILY TO AND FROM

Fond du Lac, Sheboygan, Chicago, Cincinnati, St Louis, Louisville, Indianapolis, Juneau, and New York, also through Canada.

Connecting at Albany with Thompson & Co.'s Express for all the Eastern and New England States.

N. B.—All Packages, to ensure their being Forwarded, must be delivered the evening previous by 8 o'clock.

mr30dtf WM. G. BURRELL, Agent.

Chamberlain, McDonald & Co.,

DEALERS IN

COAL,

CLEVELAND, - - OHIO.

"Pittsburgh" and "Jefferson Co." Coal FOR SALE BY THE CARGO.

☞ Office and Yard on Cleveland and Pittsburgh R.R. Por. apl-1me*

EDWIN D. BAKER & CO.,

IMPORTERS AND WHOLESALE DEALERS IN

Wines, Liquors, Cigars, &c.

ALSO—Rectifiers of a SUPERIOR ARTICLE OF

WHISKEY,

170 EAST WATER STREET,

MILWAUKEE, WISCONSIN

WHISKEY by the single or hundred barrels constantly on hand. EDWIN D. BAKER,
dec2 P. RAY ISHAM.

1854. 1854.

KELLOGG & STRONG,

Forwarding and Commission Merchants,

Middle Pier, Foot of Huron Street.

Agents for Clement's Line of Steamers on Lake Michigan, Running in connection with M. S. and M. & R. R. and American Transportation Co. on the Erie Canal.

All Property Consigned to us for the City, or upon the Line of Railroads leading West will be Forwarded without Delay.

Milwaukee, February 16, 1854. feb17

1854. 1854.

BROWN & LARKIN,

Produce, Storage, Forwarding & Commission

MERCHANTS,

AT THE

RED WAREHOUSE,

MILWAUKEE, WISCONSIN.

The Undersigned, continuing in the Red Warehouse at the foot of East Water Street, beg leave to announce to their numerous friends and customers that they are fully prepared to serve them in every branch of their business for the ensuing season.

Particular care and attention will be given to Receiving and Forwarding Merchandise, Household Goods, &c., to Merchants and others in the City and Country, and Consignments are solicited of all kinds of Property.

WM. BROWN. CHAS. H. LARKIN.
Milwaukee, Feb. 23, 1854. feb24

TRANSPORTATION.

Milwaukee & Mississippi Railroad.

18 Summer Arrangement. 54,

ON AND AFTER APRIL 10th, THE TRAINS will run as follows, (Sundays excepted)—

GOING WESTWARDLY.

A Passenger Train will leave Milwaukee at 7.30 A. M.—arrive at Janesville at 11.50 A. M.—at Stoughton at 12.30 P. M., and at Madison, by Stage from Stoughton at about 3.00 P. M.

A PASSENGER TRAIN will also leave Milwaukee at 4.45 P. M., after the arrival of the Boat from Chicago, and reach Janesville, Stoughton and Madison the same evening

GOING EASTWARDLY.

A PASSENGER TRAIN will leave Stoughton at 4.15 A. M., and Janesville at 5.00 A. M. and arrive in Milwaukee in time for the Morning Boat for Chicago.

A PASSENGER TRAIN will also leave Stoughton at 2.00 P. M., and Janesville at 3 P. M., after the arrival of the stages from Madison and other parts of this state.

FREIGHT TRAINS run each way every day, the Entire Length of the Road.

☞ Stages run in connection with the Cars, to and from the Forest House and Whitewater to Watertown, Fort Winnebago, Horicon, Waupun, Fond du Lac, Beaver Dam and Berlin. Also from Janesville and Stoughton to Madison, Sauk, Baraboo, Dodgeville, Mineral Point, Florence, Galena and Dubuque, and to various other portions of the State.

The Railroad will be opened to Madison about the 1st of June next, when this Arrangement will be changed.

EDWARD H. BROADHEAD,
apl5 Supt. and Engineer.

DIRECT ROUTE

Between Buffalo and Detroit!

Buffalo, Brantford and Goderich Railway.

In connection with the Great Western at Paris.

The Shortest and Quickest Route between Buffalo and Detroit.

On and after Monday, March 6th, 1854, one train will run daily, Sundays excepted, as follows:

GOING WEST Leaves		GOING EAST Leaves	
	A. M.		A. M.
Buffalo,	9 00	Paris,	10 30
Erie,	9 25	Brantford,	10 55
Ridgeway,	9 45	Cainsville,	11 25
Port Colborne,	10 10	Onondaga,	11 40
Waintfleet Centre,	10 25		P. M.
Welland Feeder,	10 40	Caledonia, pass	12 10
Dunnaville,	11 00	Cook's Station,	12 20
Cayuga,	11 20	Cayuga,	12 50
Cook's Station,	11 45	Dunnaville,	1 20
	P. M.	W. Canal Feeder,	1 32
Caledonia, pass	12 10	Waintfleet Centre,	1 50
Onondaga,	12 40	Port Colborne,	2 05
Cainsville,	1 00	Ridgeway,	2 20
Brantford,	1 25	Port Erie,	2 50
Arrive at Paris,	1 50	Arrive at Buffalo,	3 15

Trains start from and arrive at the N w Depot on Erie street; where Passengers will please procure Tickets before entering the Cars.

Trains leave on Western time, which is 50 minutes faster than Buffalo time.

Tickets to be had at No. 2 Western Hotel Block, and at Erie street Depot.

Passengers going West will have an opportunity to dine at Brantford and going East, at Dunnville.

mr23d3mo WILLIAM WALLACE, Supt.

The Quickest Route to Boston!

Northern Ogdensburgh, VERMONT CENTRAL, AND Rutland & Burlington RAIL ROADS.

SHIPPERS OF WESTERN PRODUCE will find the above Route the most direct and expeditious by which Flour, Wheat, Corn, Wool, and all other Freights, destined for the Boston Market, can be forwarded

It will be borne in mind that there is no Trans-Shipment by this Route. Also that there is to be added immediately a large number of New Freight Cars on the above Roads, thereby insuring Dispatch and Speedy Delivery of Freight

The undersigned is prepared to make Contracts for the Transmission of all kinds of Freight over the above Roads from Ogdensburgh to Boston, or to all points on the Line of Roads.

S. CRANDREWS, Western Freight Agent.

Office, Mich. C. R. R. Depot, Detroit.

mr10dtf and '55

FAST FREIGHT LINE!

Buffalo & N. Y. City R. R. Co.,

IN CONNECTION WITH THE

DAILY LINE OF BOATS

Around the Lakes,

Will Contract Goods thro' from N. Y. at Low Rates.

April 7, 1854. ap8 J. J. HIGBY,

Buffalo, Milwaukee & Chicago.

1854. 1854.

FREE TRADE LINE!

NO MONOPOLY.

THE following first class Propellers will form a line of semi weekly, (in opposition to the two lines called the Diamond and People's line) for the transportation of freight and Passengers to and from Buffalo Chicago and Milwaukee and intermediate ports, immediately on the opening of navigation.

Western Merchants will find it largely to their interest to call on this Line before making contracts for transportation elsewhere, as their rates will be reduced.

Leaving their dock foot of Michigan Street Buffalo, every Wednesday and Saturday evenings.

Illinois,	Baltic,
St. Joseph,	Delaware,
Minnesota,	Saginaw

New Propeller.

For freight or passage, apply on board or to

WM. MONTEITH,
Agent, Cobourn Square Buffalo.

N. Y. & MILWAUKEE TRANSPORTATION.

1854. 1854.

CLINTON LINE.

Wm. Monteith—Proprietor.

BUFFALO.

THE Clinton Line having largely increased its facilities for transportation from New York to all western ports, is prepared to contract freight from New York to Milwaukee, in connection with the above line of Propellers at reduced rates, and the proprietor flatters himself that he will be favored with a fair share of Milwaukee business.

AGENTS.

HENRY GRINNELL } 113 Broad-st. 2 doors below
W. H. CURTISS } Front, N. Y.
WM. H. AINSWORTH, 160 Pier Albany.
WM. MONTEITH, Cobourn square Buffalo.
KELLOGG & STRONG, Milwaukee.
ap12

REED'S

Chicago and Lake Superior Line,

1854

ON THE OPENING OF NAVIGATION

One of the First Class Steamers of the above Line will Leave Chicago on Monday & Friday Evenings

Of each week during the season of navigation, connecting with the SAM WARD, of Ward's Lake Superior Line,

Leaving Sault Ste. Marie every Thursday,

at 2 o'clock P. M. The other connecting with the steamer BALTIMORE, of McKnight's Lake Superior Line, leaving Sault Ste. Marie every TUESDAY, returning will leave Sault Ste. Marie every THURSDAY morning at 9 o'clock, and on TUESDAY at 8 o'clock A. M. The Line from

CHICAGO TO SAULT STE. MARIE,

Will be made up with the Low Pressure Steam Palaces

QUEEN CITY & GARDEN CITY,

And should there be sufficient freight offering the Light Draft Steamer OHIO will be added to the Line, in order to meet the demands of the growing trade of the Lake Superior country.

☞ The above Boats will leave regularly on the advertised days, from Reed's Warehouse and Docks, foot of State Street.

A. T. SPENCER & CO., Agents.
Chicago, March 20, 1854. mr28tf

1854. 1854.

ARMSTRONG & CO.,

Produce & Commission Merchants,

WALKER'S POINT, MILWAUKEE.

Liberal cash advances on Produce Stored.

Wheat, Barley, Rye, Oats and Flour,

BOUGHT AND SOLD.

ap8dtf

1853. 1853.

THOS. P. WILLIAMS,

FORWARDING AND COMMISSION

MERCHANT,

(LATE WILLIAMS & CO.,) AT THE OLD STAND.

☞ Liberal Cash Advances made on Property in store. Milwaukee, Jan. 29, 1853.

Buffalo Stained Glass Works.

Chas. J. Thurston, PROPRIETOR.

ORDERS FOR STAINED GLASS for Churches and private dwellings solicited and promptly filled at times.

Ground Glass constantly on hand.

C. J. THURSTON
G. B. DIMER, Agent,
17 Wisconsin St.

TRANSPORTATION.

GREAT CENTRAL ROUTE!

MICHIGAN CENTRAL RAILROAD

Great-Western (Canada) Railroad Open!

Forming, with other Lines, the Shortest, Quickest, and Safest Route between

MILWAUKEE, BOSTON & NEW YORK.

ON AND AFTER MONDAY, 30th JANUary, Passenger Trains will run daily, except on Saturday Evening and Sunday Morning, from Chicago as follows:

Leave Chicago at 7 A. M. and 9 P. M.

The 9 P. M. Train connects next morning at Detroit with Train for the East over Great Western Railroad.

Morning Train from Chicago connects at Michigan City with Train on New Albany and Salem Railroad for Lafayette and Cincinnati.

Through Tickets for Buffalo, New York, Boston and other cities East, sold at the Ticket Office, opposite the United States Hotel, next door to the American Express Company's Office, Huron street, Milwaukee

EDWIN NOXES, General Supt.

L. H. COTTON, Ticket Agent.

mr29-1yr

GREAT U. STATES MAIL ROUTE!

1853. Fall Arrangements. 1853.

MICHIGAN SOUTHERN RAILROAD.

THE ONLY RAIL ROAD ROUTE

Connecting Chicago with the Eastern Cities.

IN VIEW of the increased Travel, the Michigan Southern Rail Road Company propose to continue

THREE TRAINS A DAY,

during the Fall and Winter, as follows, (Sundays excepted):

1st—EXPRESS—leaves Chicago 6.30 A M; Toledo 3.30 P M; Cleveland 9.00 P M; Dunkirk 4.15 A M; Buffalo 9 P M; leaves Buffalo 7.30 A M; Dunkirk 9.00 A M; Cleveland 3.00 P M; Toledo 9.00 P M; Chicago, arrival, 7.30 A M.

2d—MAIL—leaves Chicago 1 P M; Toledo 1 A M; Cleveland 7.30 A M; Dunkirk 2.20 P M; Buffalo 4.00 P M; leaves Buffalo 10.45 A M; Dunkirk 12.45 P M; Cleveland 7.45 P M; Toledo 3.00 A M; Chicago, arrival, 2.00 P M.

3d—EVENING EXPRESS—leaves Chicago 9.00 P M;—Toledo 6.00 A M; Cleveland 3.45 P M; Dunkirk 9.36 P M; Buffalo 10.40 P M; leaves Buffalo 9.30 A M; Dunkirk 11.20 P M; Cleveland 6.30 A M; Toledo 2.50 P M; Chicago, arrival, 10.15 P M.

ONLY ONE TRAIN ON SUNDAY—LEAVES AT 9 P. M.

Railroad time is 20 minutes faster than Chicago time.

The gauge is being changed on the Erie and State Line Road to correspond with the balance of the Road between Buffalo and Toledo to Buffalo without change. Passengers hereafter will not be annoyed with frequent changes and perplexities consequent upon a variety of gauge in the Road.

RAIL ROAD CONNECTIONS:

Connecting at Toledo, with Toledo, Norwalk and Cleveland Road.

Also, at Clyde, with Mad River Road, for Springfield, Dayton and Cincinnati.

Also, at Monroeville, with Mansfield Road for Columbus, Mt. Vernon, Newark & Zanesville.

Also, at Cleveland, with Cleveland and Pittsburgh Road, for Pittsburgh, Philadelphia, Baltimore and Washington.

Also, at Dunkirk, with New York and Erie Road, direct to N. York.

Also, at Buffalo, with New York Central to Albany and Hudson River Road to New York, and Western Road to Boston.

Also, at Buffalo, with Hornellsville Railroad to New York.

Thus forming a complete Railroad connection with all the important cities and towns throughout Indiana, Ohio Pennsylvania, New York, and the entire New England States.

Passengers are particularly requested to procure tickets before taking seats in the cars.

Office in Tremont Building, two doors south of the main entrance, Dearborn street, Chicago.

dec16 tf. GEO M. GRAY, Agent.

Galena & Minnesota Packet Co.

ARRANGEMENT FOR

1854.

THE GALENA & MINNESOTA PACKET COMPANY will run as daily Line of Boats during the ensuing season, between Galena, Stillwater and St. Paul, stopping at all intermediate landings, leaving Galena at 12 M. daily, except Sundays.

The line will consist of the

NOMINEE,	CAPTAIN R. BLAKELY,
WAR EAGLE,	" D. S. HARRIS,
GALENA,	" D. B. MONSMOUTH,
ROYAL ARCH,	" E. H. GLENN,

All first class boats, and commanded by experienced and accommodating officers.

These boats will connect, at Galena, with the St Louis & Galena daily line of Steamers, which line connects at Rock Island with the Chicago & Rock Island Railroad.

This Company's Boats being U. S. Mail Steamers, their punctuality can be confidently relied upon.

Freight shipped at St. Louis, Rock Island, St. Louis and Galena, on the St. Louis & Galena Line of Boats, or to any of the above Galena, will be re-shipped Free of charge. *See Drawings or forwarding, &c., &c.*

The Railroad between Galena & Chicago consisting with the various Eastern Roads. Is only [illegible] & few miles of Galena, and the only Railroad connecting Galena with the East.

H. H. CROCKER,
Galena, March 24, 1854. mr31-3mo*

1854. 1854.

D. NEWHALL,

Produce & Commission Merchant

AT THE

BROWN WAREHOUSE,

ON WALKER'S POINT, ABOVE THE BRIDGE.

Wheat, Oats, Barley, Corn and Flour

BOUGHT AND SOLD.

Liberal Cash advances on Produce Stored.

mr24

1854. 1854.

NICHOLS, BRITT & CO.,

Produce, Forwarding and

COMMISSION MERCHANTS,

DEALERS IN

COAL, SALT, FLOUR, CHEESE, DRIED FRUIT, Lime, &c. Liberal Cash Advances made on Property for Sale in this or any of the Eastern Markets.

BROWN WAREHOUSE, - - - ERIE STREET

Milwaukee, Wisconsin.

Also Agents for the sale of all kinds of Country Produce, Wool and all other Property, and will endeavor at all times to obtain the best Market Rates and make prompt returns.

Office at the Depot of the M. & M. Rail Road Co.

We are also Agents for the Troy & Erie Line. Consignments for the Cities on the line of the Rail Road and for the Country generally respectfully solicited. Merchandise consigned to us will receive prompt attention.

Thankful for the patronage and favors extended to us the past year, we shall endeavor by a prompt attention to business to merit a continuance.

M. S. NICHOLS, O. E. BRITT, H. A. NICHOLS.

REFERENCES:

ALEX. MITCHELL, President Wis. M. & F. Ins. Co. Bk, E. CRAMER, President State Bank, Wisconsin.
DAVID FERGUSON, Cash. Wis. M. & F. Ins. Co. Bank
M. S. SCOTT, Cashier State Bank of Wisconsin. mr6

1854. 1854.

L. J. HIGBY,

FORWARDING, COMMISSION AND PRODUCE

MERCHANT,

WILL Contract to Forward Goods or Produce to or from any Port in the World, by Responsible Lines by Railroad or Canal, will attend to Selling Grain or other Produce at the Rail Road Depot here; all which with my NEW WAREHOUSE at the Depot, and Mammoth Dock, give me advantages not convenient to Country Merchants than any other House here.

Milwaukee, March 20, 1854. mr21tf

1854. 1854.

BELL, COURTENAY & CO,

PRODUCE, FORWARDING AND

COMMISSION MERCHANTS,

AT THE WARE HOUSE formerly occupied by L. J. Higby, (West side of the River,) will make liberal cash advances on property in Store, for sale here, or shipment East.

April 6, 1854 ap6dtf

1854. 1854.

CLEMENT'S LINE.

THE STEAMER RUNNING IN THE

above Line will have its Pier foot of Chicago every morning at 8 o'clock, and for Sheboygan every afternoon at 3 o'clock, "weather permitting."

The above line connects at Chicago with the Michigan Central and Michigan Southern Rail Roads

mr7 KELLOGG & STRONG, Agents.

1852. 1852.

WELLS & HILL,

Produce & Commission Merchants,

MILWAUKEE, ... WISCONSIN.

DANIEL WELLS, Jr. . . . . HORATIO HILL

Wheat,	Pork,	Pig Iron,	
Barley,	Lard,	Shot,	
Corn,	Flour,	Lead,	
Oats,	Salt,	Coal,	
Wool,	Dried Fruits,	Water Lime.	

Liberal cash advances made on produce, new or old by us here; or by our agents at Buffalo, New York and Boston

OYSTERS

M. L. MORAWETZ,

Solicits the Custom of all Dealers and Consumers for his article of Oysters, which quality being

BALTIMORE OYSTERS,

Are the Best in the World!

☞ I will keep constantly a Large Stock on hand and guarantee the quality.

Agency at the Wholesale Grocery and Provision Store of Wise & Co., No. 77 East Water Street, Mann. & Brother 24 East Water Street, Bremer & Co. 216. jan11

N. Y. ADVERTISEMENTS.

FROM WM. H. MDONALD'S ADVERTISING HOUSE, 102 NASSAU ST., N. Y.

THE HAZARD

POWDER COMPANY,

MANUFACTURERS OF

GUN POWDER,

CONTINUE to furnish Gunpowder of all their well known brands, viz: "Kentucky Rifle," "Sea Shooting," "American Sporting," "Indian Rifle," "Electric," "Duck Shooting," in kegs, half and quarter kegs, and canisters of one pound each. Also a full assortment of Powder for blasting and mining purposes, and for export. The reputation of their gunpowder is too well known to require comment. For sale by the principal dealers in Milwaukee and at the office of the company.

ap1dtf&MeD 39 Wall Street, N. Y. City.

A. E. DOREMUS, Secretary. A. G. HAZARD, Prest.

IRON BEDSTEADS,

MANUFACTURED BY

J. B. Wickersham, 342 Broadway, N. Y.

Head-quarters for Ornamental, Elaborate and

STRONG IRON BEDSTEADS.

Price from $3 to $80.

Adopted by Dwellings, Hotels, Asylums, Prisons, &c.—Free from varnish, and consequently durable, portable and convenient. Orders to any extent may be addressed to COMSTOCK, BROMLEY & CO.,

mr8 6mo* 342 Broadway, N. Y.

☞ Agents wanted for the sale of the above. Decorative circulars sent wherever requested.

mr14-6dmd MeD

Musical Instruments.

PRINCE & BOGERT, 497 & 499 Broadway, N. Y. Nos. 87 & 89 Maiden Lane, Importers of Violins, Guitars, Accordeons, &c., and Manufacturers of Brass Instruments.

FOR SALE AT THE ABOVE PIANOS.

BERRY & GORDON,

PUBLISHERS of Music—and Dealers, Wholesale and Retail, in Pianos, Melodeons, Seraphines, &c. Agents for the celebrated Bellak, Grand, and other Pianos made by Hallet Davis & Co., Boston, whose pianos are considered superior to all others. Great bargains in New Pianos and second hand Pianos and Melodeons, Music supplied wholesale or retail at the lowest rates.

BERRY & GORDON,

Successors to T. S. Berry,

Pianos to let. 297 Broadway, N. Y

T. S. B—T. & Co.'s Italian Pianos have the latest improved voicing. nov29m1y

JOHN PHYFE, DEALER IN IVORY, and Manufacturer of Ivory Goods, 3 Murray-st. N. Y. oct20MeDly

New York

SURGICAL INSTRUMENT MANUFACTORY,

BAIN & BRINCKERHOFF,

Manufacturers and Wholesale Dealers in all kinds of

Surgical and Dental Instruments,

Elastic Trusses, Bandages, Supporters,

METALLIC SYRINGES, AND FINE CUTLERY,

which are offered to Dealers on the most liberal terms,

No. 12 Gold St., near Maiden Lane, N. Y

FACTORY AT WILLIAMSBURGH.

WILLIAM BAIN, oct12-1yr MeD V. W. BRINCKERHOFF.

India Rubber Goods.

SPRING TRADE 1854.

D. HODGMAN, 27 Maiden Lane, and 59 Nassau Street, invites the attention of his former customers and merchants generally, particularly Wholesale Buyers, to his immense stock of India Rubber Goods on which he has now on hand and is daily receiving from his Factories, including Coats, Leggings, Carriage Cloth, Capes, Caps, Piano Covers, Gloves, Mats, Mattrasses, Pillows, Pads, Life Preservers, Engine Packing, Overalls, Whips, Croton Hose, and every description of Rubber Goods manufactured.

The reputation of my Goods for their excellent quality is so well established that it cannot be increased—I therefore confidently solicit a continuance of the favors of my friends, and the public generally, assuring them that no effort on my part shall be wanting to merit the same.

Orders respectfully solicited and attended with prompt-ness and despatch by D. HODGMAN,

27 Maiden L

MILWAUKEE DAILY SENTINEL.

VOLUME X—NEW SERIES. MILWAUKEE, MONDAY MORNING, MAY 1, 1854. WHOLE NUMBER 2854.

Milwaukee Daily Sentinel.

[PUBLISHED EVERY MORNING, (SUNDAYS EXCEPTED,) BY]

RUFUS KING & CO.,

AT THE OFFICE,

Nos. 205 & 207 EAST WATER STREET,

CORNER OF WISCONSIN STREET,

IN THE SECOND, THIRD, AND FOURTH STORIES OF KILBOURN'S NEW BRICK BLOCK.

TERMS!

THE DAILY SENTINEL will be left at the door of City Subscribers at Six Dollars a year, payable Quarterly or Six Cents a Month; or, 12½ Cents a Week, invariably in advance.

THE WEEKLY SENTINEL—Three Dollars a year, invariably in advance, and the paper discontinued when the period for which it is paid, expires.

WEEKLY PAPER—Two Dollars a year, invariably in advance, and the paper discontinued, when the period for which it is paid expires.

TO OUR ADVERTISERS.

IN ORDER that there may be no misunderstanding in relation to Advertising, we here state the rates determined upon in our daily papers, from Jan. 1st, 1851:

1 square per week,	$12 00	1 square, 2 weeks,			$2 75
" 1 month,	40 00	1 " 1	"		4 50
2 " "	6 00	1 " 1	"		1 50
3 " "	8 00	1 " 2	times,		88
4 " "	9 00	1 " 4	"		25
5 " "	5 00	1 " 3	days,		1 00
1 week,	4 00	1 " 2	"		0 75
1 month,	1 00	1 " 1	"		0 50
2 weeks,	3 50				

Six lines Nonpareil (or less) make a square. Leaded advertisements, "water reading matter," 50 per cent. additional on the above rates.

Four lines for a year, with a change once a week, $25; 2 do $20; 1 do with a change every day, $50; 2 do are $100; 1 do with four changes a year, $25; (Daily Paper not included.) No paper will be discontinued (unless at the discretion of the proprietors,) until all arrearages are paid.

Persons wishing to discontinue their yearly or casual advertisements, will give notice at the Counting Room. All yearly advertisements running their advertising before the 1st of July, will be charged at the above rates.

The publication of Auction Advertisements is limited to their own immediate business and all advertisements for the benefit of other persons, or on other business, must be paid for at the usual rates.

Communications, in effect of which is to promote personal interests, to be paid for at the rate of 50 Cents per square for each insertion.

Business notice advertisements are sent in, marked "Daily and Weekly," they will be charged 50 Cents per square for the first insertion, and 25 Cents for each subsequent insertion in the Weekly.

Advertisements not accompanied with written directions, will be inserted one month, and charged accordingly.

RUFUS KING & CO.
WM. E. CRAMER,
Jan. 26. S. M. BOOTH.

☞ All letters and communications must be post paid.

BUSINESS CARDS.

BENJAMIN B. RICHARDS,

ATTORNEY AT LAW—DUBUQUE, IOWA. Mr. Richards will attend to Entering Land for Settlers in Northern Iowa. apl6-prly 6mo*

WISCONSIN LAND AGENCY.

DEEDS of Subdivisions, Wisconsin, Established in 1836. The only Agency for the Purchase and Sale of Real Estate, Payment of Taxes, Negotiation of Loans, &c. &c. Taxes paid in any portion of the State, Land Warrants, Bonds and Mortgages, County, Town, and City Orders bought and sold.

Immigrants will find it for their interest to examine some choice tracts of unimproved lands, located expressly for actual settlers. Improved farms, and 50,000 acres of land, lying in the Counties of Fond du Lac, Calumet, Manitowoc and Sheboygan, and may be had at low prices. Satisfactory terms of payment will be granted to persons settling upon the lands. Office in Green & Brick Block, English Street. ap26-1yr GEO. W. COLE.

A. W. PAINE,

ATTORNEY AT LAW, ... Fond du Lac, Wis.

HAS an abstract of all the recorded land titles in the county, and the original entry at the Land Office, some of the original purchasers, and the present owner of any description of lands or lots in the county. Attends to the investigation of titles. ap1y-dly

JAMES R. EDSALL,

ATTORNEY and Counselor at Law, and Solicitor in Chancery. Fond du Lac Wis.

ap1y

AUSTIN & LEWIS,

ATTORNEYS AND COUNSELLORS. Mr. Lewis having purchased the interest of J. Davy Dunn in the Abstract formerly owned by Austin & Dunn, the new Firm will furnish Abstracts of Title of all Lands and Lots in this City and County.

E. A. AUSTIN. ALLEY DAWSON. ALLISON LEWIS.
February 21, 1854. fe8d

COLLINS, SMITH & REYES,

ATTORNEYS and Counsellors at Law, Madison, Wisconsin.
A. L. COLLINS, GEO. B. SMITH, E. W. REYES.
aug9

MARTIN L. KIMBALL,

ATTORNEY and Counselor at Law, Berlin, Marquette County, Wisconsin. my31-1yr

MAY, NEWHALL & SPANGENBERG,

ATTORNEYS and Counselors at Law and Solicitors in Chancery. Office in Kneeland's Block, No. 217 East Water Street, Milwaukee, Wisconsin.
A. G. MAY, EDWARD NEWHALL, EMILUS SPANGENBERG.
my15-1yr

E. YATES,

ATTORNEY, Counselor and Solicitor, has resumed in earnest, and will continue permanently and exclusively the practice of his profession in all the various Courts in the State. Office at L. B. Cross, Esq.'s, Wisconsin Street, Milwaukee. apr29-dly

WM. HENRY WRIGHT,

ATTORNEY, Solicitor and Counsellor, 171½ East Water Street. jan15

WELLS & BRIGHAM.

ATTORNEYS AT LAW.
MILWAUKEE, ... WISCONSIN.
Office in Phenix' Building, over the Oʼ'Reilly Telegraph Office.
CHAS E. WELLS. JEROME B. BRIGHAM.
v89

D. A. J. UPHAM,

ATTORNEY, Solicitor and Counsellor, Office in the Law Buildings, Wisconsin st., Milwaukee.
apr29-1yr

HANDALL & GRISWOLD,

ATTORNEYS and Counsellors at Law, and Solicitors and Commissioners in Chancery. Office in Spaulding's Brick Block. F. RANDALL,
Nov 27. E. W. GRISWOLD.

EDMONS & VAN DYKE,

ATTORNEYS and Counsellors at Law, Milwaukee, Wisconsin. Office 2d East Water street, corner of Wisconsin street—Martin's Block.
aug2 JOHN B. VAN DYKE
THOMAS J. EDMONS.

MCGREGOR & TENNEY,

ATTORNEYS and Counsellors at Law. Office removed to the Law Buildings, nearly opposite the Bank.
Mar. . . .

BROWN & OGDEN,

ATTORNEYS and Counsellors at Law, Milwaukee, Wisconsin. Office on Wisconsin street, over the Post Office.
April 25.

J. M. GUITEAU,

ATTORNEY and Counsellor at Law, and Commissioner of Acts for Ohio, Kentucky and other Western States, (late of Cincinnati,) will give prompt attention to all business entrusted to his care. Office No. 14 Wall Street, NEW YORK. apr30

WATKINS & STARK,

ATTORNEYS SOLICITORS AND COUNSELLORS. Office, Wisconsin Street, corner of Main.
jy1dtf
CHAS H WATKINS. JOSHUA STARK.

L. WYMAN,

ATTORNEY AND Counsellor at Law—Office over Store No. 200 East Water street.

P. L. MOSSIN,

DEALER IN Metals and Wool, No. 2 Wisconsin-st. corner of Water—opposite Sloan Office. Executes Official Bonds, Recognizances, Seal Stamps for Societies, etc. Also Stencils and Brands, and every other work in his line. Milwaukee, Feb. 21, 1852.

MARSHALL & ILSLEY,

BANKERS and Exchange Brokers, 194 U. S. Block, East Water street, Milwaukee.

TURTON & SERGOOD,

BANK NOTE ENGRAVERS, West Water street, Milwaukee.

TUCKER & GARVEY,

ATTORNEYS and Counsellors at Law, Solicitors in Chancery, Real Estate Brokers, Emigrant, and General Insurance Agents. Office immediately over Marshall & Ilsley's Bank, corner of Huron and East Water Streets, Milwaukee, Wisconsin.
E. G. GARVEY. jan4 WM. R. TUCKER

JOHN COLGATE,

DEALER IN

SHELF HARDWARE,

IRON, STEEL, NAILS,

MECHANICS' TOOLS, &c., &c.,

No. 191, EAST WATER STREET,

Milwaukee, Wisconsin. my14

THROOP & BAILEY,

HAT, CAP AND FUR MANUFACTURERS,

MUFFS, BUFFALO ROBES, OVERSHOES,

Mittens, Gloves, Canes, Umbrellas, Silk Handkerchiefs and Cravats.

☞ Hats and Caps made to order on short notice.
ALL ORDERS FROM THE COUNTRY PROMPTLY ATTENDED TO.
Cash paid for Furs and Skins.
172 Main
East Water street. my27-1y Milwaukee

H. SPAAN,

GREEN GROCER, MARKET HOUSE.

VEGETABLES OF ALL KINDS RECEIVED EVERY MORNING.

FLOWERS in Pots, Garden and Flower Seeds. All kinds of Plants for setting, Cauliflowers, Broccoli, Asparagus, also, the choicest varieties of Dahlia Roots, Rose Bushes, Cuttings, and all other choice kinds of Flowers for sale at the lowest prices. jal1

ORLANDO L. STEWART,

ATTORNEY and Counsellor at Law, Office No. 7 and Arcade Buildings, East Water Street—Milwaukee, Wisconsin. n17-1yr

OTTO SCHWARTZ,

ARCHITECT—Office Exchange Block—Michigan Street, next to A. Mitchell's Bank. my16-1yr

C. ATHEARN & CO.

MANUFACTURERS AND DEALERS IN

TOBACCO, SNUFF, AND CIGARS,

NO. 35, EAST WATER STREET,

MILWAUKEE, WIS.

ap21-1yr

BUSINESS CARDS.

CHARLES STOLZ,

Mason Street, opposite the City Hotel, next door to W. Pressentʼs Jewelry Store.

House, Sign and Ornamental

PAINTER,

Imitator of Wood and Marble,

GLAZIER, PAPER-HANGER,

Picture and Looking-Glass Framer,

STOLZ has a good stock of Stained Bohemian Glass, Ground Rosettes, etc., on hand, which he will offer on New York prices.

WORK AS GOOD AS THE BEST,

TERMS AS LOW AS THE LOWEST.

marS5f

CITY LEATHER STORE

AND

TANNERY.

G. PFISTER & CO.,

No. 140 EAST WATER STREET,

In the Store formerly occupied by Allis & Allen.

Have constantly on hand a superior article of

SOLE, UPPER, HARNESS, SKIRTING AND COLLAR LEATHER.

All of their own manufacture. Also a good assortment of Eastern

Sole Leather, French and Philadelphia Calf Skins,

And a variety of

SHEEPSKINS & FINDINGS.

☞ The highest price, in Cash, paid for Hides, Calf and Sheep Skins, and Wool, at their Store, and at the CITY TANNERY, on the Menomonee River, Walker's Point. April 6

MAHLER & WENDT,

GENERAL COMMISSION MERCHANTS,

IMPORTERS OF FOREIGN

WINES, BRANDIES, LIQUORS,

AND CIGARS,

NO. 88, EAST WATER STREET,

MILWAUKEE, ... WISCONSIN.

AGENTS for the sale of Longworths, Zimmermann's dry and sparkling Catawba Wines.

M. & W. will also take orders for the importation of Wines, Liquors, etc., from all parts of Europe, to be delivered to the purchaser under Custom House Bond.

A superior brand of RECTIFIED WHISKEY constantly on hand.

EXCHANGE on Germany bought and sold. sep1

J. H. SILKMAN,

Hat, Cap and Fur Manufacturer,

AND DEALER IN

BUFFALO ROBES, MUFFS, MITTENS,

GLOVES, UMBRELLAS, &c., &c.,

No. 160, East Water Street,

MILWAUKEE, - - WISCONSIN.

HATS and CAPS made to order on short notice.
CASH PAID FOR FURS AND SKINS de21

UNCLE BEN,

HAS OPENED HIS NEW STORE, and is prepared to furnish all who favor him, with

HATS, CAPS AND FURS,

OF ALL KINDS,

Stone, Martin and Fitch Victoreen and Cloth of the latest Styles. Ladies Fur Gloves and Mitts, and Fur Overshoes.

BUFFALO ROBES,

Buffalo Overshoes, Gents Fur Gloves, Trunks, Carpet Bags Valeeces and Umbrellas, at

WHOLESALE AND RETAIL.

His stock has been selected with care and expressly for this market. Caps and furs manufactured to order on short notice. Please call in and look at his stock at

THROOP & BAILEY'S,

150, East Water Street.

N. B.—CASH paid for Shipping Furs and Deer Skins Milwaukee.

John Plankinton & Co.

SUCCESSORS TO H. S. BURTON,

MANUFACTURERS OF

SOAP AND CANDLES,

FACTORY in the FOURTH WARD, near the M. & M. R. R. Depot.

The highest price paid for Tallow and Soap Grease. Milwaukee, Sept. 26, 1853.

JOHN JENNINGS,

Morocco Manufacturer and Dealer

IN WOOL,

River Street, Near Oneida St. Bridge, MILWAUKEE

HAS constantly on hand

Linings, Bindings and Russett Sheep Skins

AT WHOLESALE AND RETAIL.

☞ WANTED—SHEEP PELTS and WOOL, for which the highest Cash price will be given. mar30

Groceries & Provisions.

MORSE'S

Cheap Cash Store,

Corner West Water and Spring Sts., Milwaukee.

DEALERS IN

Flour, Pork, Fish, Salt, Sugars,

TEAS, COFFEES,

And Groceries and Provisions of all kinds. Cash paid for all kinds of Country Produce. jy22-1yr

WISCONSIN

TRUNK MANUFACTORY,

121 . . . EAST WATER STREET, . . . 121

MILWAUKEE, ... WISCONSIN.

AND

PREMIUM TRUNK STORE,

23 *Clark Street, Chicago,*

HAVING RECEIVED THE SILVER MEDAL AT THE ILLINOIS STATE FAIR.

W. & G. WRIGHT have a general assortment of Ladies' and Gentlemen's Traveling Trunks, of all prices, constantly on hand, consisting of Sole Leather Trunks and Valises, Ladies' Hat Boxes, Wood Trunks for Ilos, Packing Trunks, Carpet Bags, &c., which will be sold as low as at any other establishment west of New York, at Wholesale and Retail. feb25d

AMERICAN EXPRESS COMPANY.

CAPITAL, ... $500,000.

DAILY TO AND FROM

Fond du Lac, Sheboygan, Chicago, Cincinnati, St Louis, Louisville, Indianapolis, Buffalo, and New York; also through Canada.

Connecting at Albany with Thompson & Co's Express for all the Eastern and New England States.

N. B.—Small Packages, to ensure their being forwarded, must be delivered in the office previous to 9 o'clock.
mr30dtf WM. G. BURRELL, Agent.

Chamberlain, McDonald & Co.,

DEALERS IN

COAL,

CLEVELAND, - - OHIO.

"Pittsburgh" and "Jefferson Co." Coal

FOR SALE BY THE CARGO.

☞ Office and Yard on Cleveland and Pittsburgh R. R. Pier. ap1-3mo*

EDWIN D. BAKER & CO.,

IMPORTERS AND WHOLESALE DEALERS IN

Wines, Liquors, Cigars, &c.

ALSO—Rectifiers of a SUPERIOR ARTICLE of

WHISKEY,

79 EAST WATER STREET,

MILWAUKEE, WISCONSIN

WHISKEY by the single or hundred barrels constantly on hand. EDWIN D. BAKER,
dec2 P. RAY ISHAM.

1854. 1854.

KELLOGG & STRONG,

Forwarding and Commission Merchants,

Middle Pier, Foot of Huron Street.

Agents for Clementʼs Line of Steamers on Lake Michigan, (running in connection with M. S. and M. C. R. R.) and American Transportation Co. on the Erie Canal.

All Property Consigned to us for the City, or up on the Line of Railroads leading West will be Forwarded without Delay.

Milwaukee, February 15, 1854. feb17

1854. 1854.

BROWN & LARKIN.

Produce, Storage, Forwarding & Commission

MERCHANTS,

AT THE

RED WAREHOUSE,

MILWAUKEE, WISCONSIN.

The Undersigned, continuing in the Red Warehouse at the foot of East Water Street, beg leave to announce to their numerous friends and customers that they are fully prepared to serve them in every branch of their business for the ensuing season.

Particular care and attention will be given to Receiving and Forwarding Merchandise, Household Goods, &c., to Merchants and others in the City and Country, and Consignments are solicited of all kinds of Property.

WM. BROWN. CHAS. H. LARKIN.
Milwaukee, Feb. 23, 1854. feb24

TRANSPORTATION.

Milwaukee & Mississippi Railroad.

18 Summer Arrangement. 54.

ON AND AFTER APRIL 10th, THE TRAINS will run as follows, (Sundays excepted:)—

GOING WESTWARDLY.

A Passenger Train will leave Milwaukee at 7.30 A. M., arrive at Janesville at 11.00 A. M.—at Stoughton at 12.30 P. M., and at Madison, by Stage from Stoughton at about 2.00 P. M.

A PASSENGER TRAIN will also leave Milwaukee at 4.45 P. M., after the arrival of the Mail from Chicago, and reach Janesville, Stoughton and Madison the same evening.

GOING EASTWARDLY.

A PASSENGER TRAIN will leave Stoughton at 4.15 A. M., and Janesville at 5.00 A. M. and arrive in Milwaukee in time for the Morning Boat for Chicago.

A PASSENGER TRAIN will also leave Stoughton at 2.30 P. M., and Janesville at 3 P. M., after the arrival of the Stages from Madison and other parts of this state.

FREIGHT TRAINS run each way every day, the Entire Length of the Road.

☞ Stages run in connection with the Cars, to and from the Forest Home and Waterloo to Watertown, Fort Winnebago, Horicon, Waupun, Fond du Lac, Beaver Dam and Berlin. Also from Janesville and Stoughton to Madison, Sauk, Baraboo, Portsville, Mineral Point, Florence, Galena and Dubuque, and to various other portions of the State.

The Railroad will be opened to Madison about the 1st of June next, when this Arrangement will be changed.

EDWARD H. BROADHEAD,
ap15 Supt. and Engineer.

DIRECT ROUTE

Between Buffalo and Detroit!

Buffalo, Brantford and Goderich Railway.

In connection with the Great Western at Paris.

The Shortest and Quickest Route between Buffalo and Detroit.

On and after Monday, March 6th, 1854, one train will run daily, Sundays excepted, as follows:

GOING WEST Leaves	A. M.	GOING EAST Leaves	A. M.
Buffalo,	6 00	Paris,	10 30
Fort Erie,	9 25	Brantford,	10 55
Ridgeway,	9 45	Cainsville,	11 25
Port Colborne,	10 10	Onondaga,	11 45
Waintfleet Centre,	10 25		P. M.
W. Canal Feeder,	10 60	Caledonia, pass	12 10
Dunnville,	11 20	Cayuga,	12 30
Cook's Station,	11 45	Dunnville,	1 20
	P. M.	W. Canal Feeder,	1 30
Caledonia, pass	12 10	Cook's Station,	1 50
Onondaga,	12 40	Port Colborne,	2 05
Cainsville,	1 05	Ridgeway,	2 30
Brantford,	1 25	Fort Erie,	2 55
Arrive at Paris,	1 50	Arrive at Buffalo,	3 15

Trains start from and arrive at the N. w Depot on Erie street, where Passengers will please procure Tickets before entering the Cars.

Trains leave on Eastern time, which is 20 minutes faster than Buffalo time.

Tickets to be had at No. 2 Western Hotel Block, and at Brantford Depot.

Passengers going West will have an opportunity to dine at Brantford, and going East, at Dunnville.

mr25d3mo WILLIAM WALLACE, Supt.

The Quickest Route to Boston!

Northern Ogdensburgh,

VERMONT CENTRAL,

AND

Rutland & Burlington

RAIL ROADS.

SHIPPERS OF WESTERN PRODUCE will find the above Route the most direct and expeditious by which Chicago, Illinois, Wisconsin, Iowa, and all other Freights, destined for the Boston Market, can be Forwarded.

It will be borne in mind that there is no Trans-Shipment by this Route. Also that there is to be added immediately a large number of New Freight Cars on the above Roads, thereby insuring Dispatch and Speedy Delivery of Freight.

The undersigned is prepared to make Contracts for the Transmission of all kinds of Freight over the above Roads from Ogdensburgh to Boston, or to all points on the Line of Roads.

S. C. ANDREWS, Western Freight Agent.
Office Mich. C. R. R. Depot, Detroit.
mr16-1yr

FAST FREIGHT LINE!

Buffalo & N. Y. City R. R. Co.,

IN CONNECTION WITH THE

DAILY LINE OF BOATS

Around the Lakes,

Will Contract Goods thro' from N. Y. at Low Rates.

April 7, 1854. ap8 L. J. HIGBY,
Buffalo, Milwaukee & Chicago.

1854. 1854.

FREE TRADE LINE!

NO MONOPOLY.

THE following first class Propellers will form a line of semi weekly; (in opposition to the two lines called the Despatch and People's line,) for the transportation of freight and Passengers to and from Buffalo Chicago and Milwaukee and intermediate ports, immediately on the opening of navigation.

Western Merchants will find it largely to their interest to call on this Line before making contracts for transportation elsewhere, as rates will be reduced.

Leaving their dock foot of Michigan Street Buffalo, every Wednesday and Saturday evenings.

Illinois,	Baltic,
St. Joseph,	Delaware,
Minnesota,	Saginaw

New Propeller.

For freight or passage, apply on board or to
WM. MONTEITH,
Agent, Coburn Square Buffalo.

N. Y. & MILWAUKEE TRANSPORTATION.

1854. 1854.

CLINTON LINE,

Wm. Monteith---Proprietor.

BUFFALO.

THE Clinton Line having largely increased its facilities for transportation from New York to all eastern ports, is prepared to contract freight from New York to Milwaukee, in connection with the above line of Propellers at reduced rates, and the proprietor flatters himself that he will be favored with a fair share of Milwaukee business.

AGENTS.

HENRY GRINNELL, } 172 Broadway, 2 doors below
W. B. CURTISS } Canal, N. Y.
WM. H. AINSWORTH, 166 Fair Albany.
WM. MONTEITH, Coburn square Buffalo.
KELLOGG & STRONG, Milwaukee.
ap12

REED'S

Chicago and Lake Superior Line

1854.

ON THE OPENING OF NAVIGATION

One of the First Class Steamers of the above Line will leave Chicago on Monday & Friday Evenings

Of each week during the season of navigation, connecting with the SAM WARD, of Reed's Lake Superior Line.

Leaving Sault Ste. Marie every Thursday

at 2 o'clock P. M. The other connecting with the steamer BALTIMORE, of McKnight's Lake Superior Line, leaving Sault Ste. Marie every TUESDAY, returning will leave Sault Ste. Marie every FRIDAY morning at 8 o'clock, and on TUESDAY at 8 o'clock A. M. The Line from

CHICAGO TO SAULT STE. MARIE,

Will be made up with the Low Pressure Steam Palaces

QUEEN CITY & GARDEN CITY.

And should there be sufficient freight offering the Light Draft Steamer OHIO will be added to the Line, in order to meet the demands of the growing trade of the Lake Superior country.

☞ The above Boats will leave regularly on their advertised days, from Reed's Warehouse and Docks, foot of State Street.

A. T. SPENCER & CO., Agents.
Chicago, March 20, 1854. mr24tf

1854. 1854.

ARMSTRONG & CO.

Produce & Commission Merchants,

WALKER'S POINT, MILWAUKEE.

Liberal cash advances on Produce Stored.

Wheat, Barley, Rye, Oats and Flour,

BOUGHT AND SOLD.

ap5dtf

1853. 1853.

THOS. P. WILLIAMS,

FORWARDING AND COMMISSION

MERCHANT,

(LATE WILLIAMS & CO.,) AT THE OLD STAND.

☞ Liberal Cash Advances made on Property in store. Milwaukee, Jan. 29, 1853.

Buffalo Stained Glass-Works.

CHAS. J. THURSTON, PROPRIETOR.

ORDERS FOR STAINED GLASS for Churches and private dwellings solicited and promptly filled at times.

Ground Glass constantly on hand.

C. J. THURSTON
C. B. MINER, Agent,
17 Wisconsin St.

TRANSPORTATION.

GREAT CENTRAL ROUTE!

MICHIGAN CENTRAL RAILROAD

Great-Western (Canada) Railroad Open!

Forming, with other Lines, the Shortest, Quickest, and Safest Route between

MILWAUKEE, BOSTON & NEW YORK.

ON AND AFTER MONDAY, 30th January, Passenger Trains will run daily, except on Saturday Evening and Sunday Morning, from Chicago as follows:

Leave Chicago at 7 A. M. and 9 P. M.

The 9 P. M. Train connects near morning at Detroit with Train for the East over Great Western Railroad.

Morning Train from Chicago connects at Michigan City with Trains on New Albany and Salem Railroad for Lafayette and Cincinnati.

Through Tickets to Buffalo, New York, Boston and other cities East, sold at the Ticket Office, opposite the United States Hotel, next door to the American Express Company's Office, Huron street, Milwaukee.

EDWIN NOYES, General Supt.
L. H. COTTON, Ticket Agent. mr29-1yr

GREAT U. STATES MAIL ROUTE!

1853. Fall Arrangements. 1853.

MICHIG IN SOUTHERN RAILROAD.

THE ONLY RAIL ROAD ROUTE

Connecting Chicago with the Eastern Cities.

IN VIEW of the increased Travel, the Michigan Southern Rail Road Company propose to continue

THREE TRAINS A DAY,

during the Fall and Winter, as follows, (Sundays excepted):

1st—EXPRESS—leaves Chicago 6.30 A. M.; Toledo 3.30 P. M.; Cleveland 9.00 P. M.; Dunkirk 4.15 A. M.; Buffalo 8 A. M.; leaves Chicago 7.30 A. M.; Dunkirk 9.00 A. M.; Cleveland 3.00 P. M.; Toledo 9.00 P. M.; Chicago, arrival, 7.30 A. M.

2d—MAIL—leaves Chicago 1 P. M.; Toledo 1 A. M.—Cleveland 7.30 A. M.—Dunkirk 2.30 P. M.; Buffalo 4.00 P. M.; leaves Buffalo 10.45 A. M.; Dunkirk 12.45 P. M.; Cleveland 7.45 P. M.; Toledo 3.00 A. M.; Chicago, arrival, 2.00 P. M.

3d—EVENING EXPRESS—leaves Chicago 5.00 P. M.—Toledo 0.00 A. M.; Cleveland 3.45 P. M.; Dunkirk 9.30 P. M.; Buffalo 10.40 P. M.; leaves Buffalo 9.30 A. M.; Dunkirk 11.30 P. M.; Cleveland 6.30 A. M.; Toledo 2.30 P. M.; Chicago, arrival, 10.15 P. M.

ONLY ONE TRAIN ON SUNDAY—LEAVES AT 9 P. M.

Railroad time is 20 minutes faster than Chicago time.

The gauge is being changed on the Erie and State Line Road to correspond with the balance of the Road between Buffalo and Toledo to Buffalo without change. Passengers hereafter will not be annoyed with frequent changes and perplexities consequent upon a variety of gauge in the Road.

RAIL ROAD CONNECTIONS:

Connecting at Toledo, with Toledo, Norwalk and Cleveland Road.

Also, at Clyde, with Mad River Road, for Springfield, Dayton and Cincinnati.

Also, at Monroeville, with Mansfield Road for Columbus, Mt. Vernon, Newark & Zanesville.

Also, at Cleveland, with Cleveland and Pittsburgh Road, for Pittsburgh, Philadelphia, Baltimore and Washington.

Also, at Dunkirk, with New York and Erie Road, direct to N. York.

Also, at Buffalo, with New York Central to Albany and Hudson River Road to New York, and Western Road to Boston.

Also, at Buffalo, with Hornellsville Railroad to New York.

Thus forming a complete Railroad connection with all the important cities and towns throughout Indiana, Ohio Pennsylvania, New York, and the entire New England States.

Passengers are particularly requested to procure tickets before taking seats in the cars.

Office in Tremont Building, two doors south of the main entrance, Dearborn street, Chicago.

dec9 tf. GEO M. GRAY, Agent.

Galena & Minnesota Packet Co.

ARRANGEMENT FOR

1854.

THE GALENA & MINNESOTA PACKET COMPANY will run a daily line of Packets during the ensuing season, between Galena, Dubuque and St. Paul, touching at all the intermediate landings, leaving Galena at 12 M. daily except Sund-ys.

The Line will consist of the

NOMINEE,	Captain R. Blakely,
WAR EAGLE,	" D. S. Harris,
CALEDONIA,	" D. B. McKenzie,
ROYAL ARCH,	" H. H. Cutler,

All first class boats, and commanded by experienced and accommodating officers.

These Packets will connect at Galena, with the St. Louis & Galena daily line of Steamers, which line connects at Rock Island with the Chicago & Rock Island Railroad.

This Company's Boats being U. S. Mail Steamers, their punctuality can be confidently relied upon.

Freight shipped at St. Louis, Alton, or St. Louis and Galena, on the St. Louis & Galena line of Boats, will arrive above Galena, will be re-shipped at Galena free of charge for drayage or forwarding, and vice versa.

The Railroad between Galena & Chicago connecting with the various Eastern Roads, is in fine order, and a few miles of Galena, and the Company's Office on the Levee. Road stocked with comfortable Steam Cars.

H. H. CAMPBELL, Agent.
Galena, March 24, 1854. mr31-2mod

1854. 1854.

D. NEWHALL,

Produce & Commission Merchant

AT THE

BROWN WAREHOUSE,

ON WALKER'S POINT, ABOVE THE BRIDGE.

Wheat, Oats, Barley, Corn and Flour

BOUGHT AND SOLD.

Liberal Cash advances on Produce Stored

1854. 1854.

NICHOLS, BRITT & CO.,

Produce, Forwarding and

COMMISSION MERCHANTS,

DEALERS IN

COAL, SALT, FLOUR, CHEESE, DRIED FRUIT, Lime, &c. Liberal Cash Advances made on Property for Sale in this or any of the Eastern Markets.

BROWN WAREHOUSE, - - - ERIE STREET

Milwaukee, Wisconsin.

Also Agents for the sale of all kinds of Country Produce, Wool and all other Property, and will endeavor at all times to obtain the best Market Rates and make prompt returns.

Office at the Depot of the M. & M. Rail Road Co

We are also Agents for the Troy & Erie Line. Consignments for the Cities on the line of the Rail Road and for the Country generally respectfully solicited. Merchandise consigned to us will receive prompt attention.

Thankful for the patronage and favors extended to us the past year, we shall endeavor by a prompt attention to business to merit a continuance.

M. S. NICHOLS, O. E. BRITT, H. A. NICHOLS.

REFERENCES:

ALEX. MITCHELL, President, Wis. M. & F. Ins. Co. Bk,
E. CRANER, President State Bank, Wisconsin.
DAVID FERGUSON, Cash. Wis. M. & F. Ins. Co. Bank
M. S. SCOTT, Cashier State Bank of Wisconsin. mr6

1854. 1854.

L. J. HIGBY,

FORWARDING, COMMISSION AND PRODUCE

MERCHANT,

WILL Contract to Forward Goods or Produce to or from any Ports East or West, by Responsible Lines by Railroad or Canal, will attend to Selling Grain or other Produce at the Canal Docks, or at Commission to suit the views of Consignors, and will make liberal cash advances on property in Store, or to arrive per Canal.

NEW WAREHOUSE at the Depot, and Mammoth Pier, give me advantages more convenient to Country Merchants than any other House here.

Milwaukee, March 30, 1854. mr24tf

1854. 1854.

BELL, COURTENAY & CO,

PRODUCE, FORWARDING AND

COMMISSION MERCHANTS,

AT THE WARE HOUSE formerly occupied by L. J. Higby, (West side of the River,) will make liberal cash advances on property in Store, for sale here, or shipment East.

April 6, 1854 ap6dtf

1854. 1854.

CLEMENT'S LINE.

THE STEAMERS RUNNING IN THE above Line will leave this Port for Chicago every morning at 8 o'clock; and for Sheboygan every afternoon at 3 o'clock, " weather permitting."

The above line connects at Chicago, with the Michigan Central and Michigan Southern Rail Roads.

mr7 KELLOGG & STRONG, Agents.

1852. 1852.

WELLS & HILL,

Produce & Commission Merchants,

MILWAUKEE, ... WISCONSIN.
DANIEL WELLS, Jr., ... HORATIO HILL

Wheat,	Pork,	Pig Iron,
Barley,	Lard,	Spelter,
Corn,	Flour,	Lead,
Oats,	Salt,	Coal,
Wool,	Dried Fruits;	Water Lime.

Liberal cash advances made on produce, new or old by ourselves, or by our agents at Buffalo, New York and Boston

OYSTERS!

M. L. MORAWETZ,

Solicits the Custom of all Dealers and Consumers for his article of Oysters, which quality being

BALTIMORE OYSTERS,

Are the Best in the World!

☞ I will keep constantly a Large Stock on hand and guarantee the quality.

Agency at the Wholesale Grocery and Provision Store of Wise & Co. No. 77 East Water Street. Mann & Brother 24 East Water Street, Brunner & Co. 216, ja11

TRANSPORTATION.

1854 1854

NEW ROUTE TO THE EAST.

THE

Great Western Railway of Canada

IS NOW OPEN FROM

DETROIT TO NIAGARA FALLS!

FORMING THE LAST LINK OF THE

GREAT CENTRAL ROUTE!

BETWEEN

Chicago, New York and Boston,

Being the Shortest, Quickest and Cheapest Route East!

Only One Change of Cars Between Chicago and Niagara Falls.

Trains leave Detroit at 10 A. M. through in 10 hours, connecting with the Night Express from Chicago, and with the New York Central Evening Lightning Express at Niagara Falls for Albany, New York and Boston.

Through from Chicago to New York in 34 hours.

The Great Western Railway is to connect at Niagara Falls with the Cannandaigua and Niagara Falls branch of the New York & Erie R. R. and via Buffalo with the Buffalo and New York City Branch New York & Erie R. R.—a variety of connections East unequaled by any other route.

Through Tickets from Chicago to Albany, New York and Boston, and other cities East, sold at the Ticket Office, opposite the United States Hotel, next door to the American Express Company's Office, Huron street, Milwaukee.

Baggage Checked through to Niagara Falls, Buffalo, Albany, or New York.

This route offers great inducements to travelers, by the great distance saved, over any other route.

THE GREAT WESTERN RAILWAY

passes through the most interesting and highly cultivated portion of Canada, affording a variety of scenery, of unsurpassed *beauty and grandeur*, including the two greatest wonders of the world—the Falls of Niagara, and the Railway Suspension over Niagara River.

For through tickets, apply at the office of the Michigan Central Railroad, opposite the Tremont House, Chicago, or at their offices in the western towns.

C. J. BRYDGES, Managing Director.
E. B. SHEARS, General Western Agent
January, 1854. feb6tf

EUROPEAN IMMIGRATION

TO THE

CANADAS & WESTERN STATES!

—BY—

Train & Co's Line.

ENOCH TRAIN & CO., Proprietors of the Boston and Liverpool Line of Packets, hereby give notice that they have made extensive arrangements with the Western Rail Road Companies, in connection with the Railroads in the Western States, and Steamboats on the Lakes, for the forwarding of *pre-paid passengers* from Boston to the Canadas and Western States; and are now selling at their office in Boston, and at their agencies, *pre paid certificates of passage* as follows:

From Liverpool to	Boston,	$18 00
"	Albany, N. Y.,	16 00
"	Buffalo, "	14 00
"	Kingston, C. W.	22 50
"	Columbus, O.,	24 00
"	Monroe, Mich.,	24 00
"	Toronto, C. W.,	23 00
"	Hamilton, "	23 00
"	Cleveland, O.,	23 50
"	Sandusky, "	23 50
"	Dunkirk, N. Y.,	22 00
"	Toledo, O.,	23 50
"	Detroit, Mich.,	24 00
"	Cincinnati, O.,	24 50
"	Chicago, Ill.,	25 50
"	St. Louis, Mo.,	26 00
"	Milwaukie, Wis.,	25 00

Children under twelve years of age at the time of embarkation, five dollars less than the above; and infants under twelve months fifteen dollars less than the above named prices, to Boston or Albany, and other places in proportion; from which rates we make no deviation, except for children under twelve years of age, unless accompanied by a passenger over twelve years, who must be paid for at the same time and on the same certificate.

The above prices embrace a steerage passage from Liverpool to Boston, by any of our Splendid Line of Packets; provisions at sea according to the undermentioned dietary scale; direct conveyance, and no detention on board when required; port charges at Boston, and all expenses of transportation of passengers and luggage from the ship at Boston, to the destination agreed upon.

In addition to any provisions which the passengers may themselves bring, the following quantities at least, of water and provisions will be supplied to each steerage passenger of twelve years of age and over, every week during the passage, commencing on the day of sailing, and at least three quarts of water per day:

Two oz. of Tea; 2 lbs. of Sugar; 5 lbs of Oatmeal; 2½ lbs navy bread; 14 lbs. wheat flour; 2 lbs. rice.

Children under twelve years of age (not including infants,) are furnished with six pounds of bread stuffs per week, the usual allowance of water, and half allowance of Tea and Sugar.

It is soon as our Liver

VOLUME X. MILWAUKEE DAILY SENTINEL. NEW SERIES.

THE DAILY SENTINEL.

Rufus King, Wm. H. Watson & John S. Fillmore
PROPRIETORS
UNDER THE NAME AND FIRM OF
RUFUS KING & CO.

DAILY, - - - - - $6 per annum.
TRI-WEEKLY, - - - - 3 " "
WEEKLY, - - - - - 1 " "

Monday Morning, May 1.

"Hard Cyphering."

So the Madison *Democrat* very properly entitles an article in which another lame attempt is made to find flaws in our table of the expenses made and authorized by the late Legislature.—After once denying that the bills for printing amounted to much over $10,000, it now confesses that over $16,400 was actually paid. Further, says the *Democrat*:

To justify its erroneous estimate of $18,000, it says there is the whole vast amount of printing in foreign languages yet to be paid for. By looking over its own list of bills, it will see that this has been already provided for, and is not such "a vast amount" after all.

"By looking over our list of bills," we find that $800 was appropriated. Now if the *Democrat* really supposes that it can make the people believe that the printing referred to is paid for with $800, its faith in their gullibility must be unbounded. Let us take as a starting point the fact that $100 was paid to one firm for 1000 copies of the Governor's Message, a little pamphlet of 16 pages. The Legislature ordered in German, Dutch, Welch, and Norwegian—besides a part in French—a number of copies—some 1500 to 3000 from each publisher (we have not the resolution at hand)—of the "Message and accompanying documents." These accompanying documents are as follows:

Sec'y of State's Report,	40	page
Emigrant Agent's,	16	"
Treasurer's,	104	"
State Superintendent's,	50	"
Board of Regent's,	84	"
Geological Report,	16	"
De f und Dumb Ins't.,	20	"
Blind "	8	"
Comptroller's Report,	12	"
State Prison Com'r's Report,	6	"
Travelling Agent's "		

The above all to be got up, in separate pamphlets, in different languages, and paid for at the rate of 50 cts. per 1000 for composition, 50 cts. per token for press work, and 5 cts. each copy for covers &c. How far the people will be deceived, we can't say, but printers cannot be.

The *Democrat's* paragraph, to which we have thus replied, being a fair sample of its whole criticism upon our figures, we hardly think it worth while to examine its article further.

The Emigrant Agency.

In an article on this subject, a few days since, we cited the two laws of '52 and '53, providing for the appointment of Emigrant Commissioner, and took the ground, that under those laws the Governor had no authority to appoint Speaker HORN. So far we were right; but we overlooked a law, passed in 1853, though *not* indexed, which, taken with a statutory enactment, *does* confer upon the Governor the requisite authority. The law in question (chap. 34, General Statutes, 1853) provides that "there shall annually be elected by the Legislature, a Commissioner of Immigration, who shall hold his office for the term of one year," &c. The Revised Statutes provide (chap. 11, § 12) that "whenever a vacancy shall occur, during the recess of the Legislature, in any office which the Legislature or the Governor, &c., is authorized to fill by appointment, the Governor, unless it is otherwise specially provided, may appoint some suitable person to perform the duties of said office for the time being."—Under these provisions, the appointment of Speaker HORN is doubtless valid and legal.

MILWAUKEE FEMALE COLLEGE.—In publishing the report of the Examining Committee of the Milwaukee Female College, on Saturday, the name of the Rev. W. W. ARNETT was, through inadvertence, affixed to it. Dr. ARNETT did not sign the report, for the reason that he was present during only one day at the examination; but he endorsed the following opinion on the back of the report, as drawn up by the other members of the Committee:

"Having been prevented by other engagements "from attending the examinations in the Female "College, except on the last day, I take pleasure "in stating that the examinations I witnessed on "that day were alike creditable to the fidelity of "the teachers and the diligence and proficiency of "the pupils."

☞ The *Wisconsin*, quite unable to answer a single one of the charges we have made against Gov. BARSTOW, or to gainsay any of the statements we have made in regard to his proceedings, seeks to create a little sympathy for his innocent and injured Excellency by complaining of the *Sentinel's* "personal abuse." This is a mere feint, and will not impose now upon the *Wisconsin's* readers. We have not "abused" Gov. Barstow one tithe as much as *he* has the confidence of the People and the trust which they committed to his hands.

FIRST BOAT THROUGH.—By our telegraph despatch it will be seen that the propeller *Milwaukee*, Capt. Marsden, owned partly by Geo. D. Dousman, of this city, is the first vessel through to Buffalo, having arrived there on Saturday. The propeller *Forest City*, also partly owned here, by T. P. WILLIAMS, had an even thing with the steamer *Globe*, in being the first vessel to make its appearance here from below.

☞ The Madison *Journal*, after successfully answering and refuting a false charge of the Democrat's about Governor FARWELL's contingent expenses, turns the tables upon its antagonist in this wise:

Only $5,000 per annum was appropriated to Gov. Farwell for contingent expenses, and of that he only drew $4,531.61 for the year referred to. We shall see how much of Governor Barstow's $10,000 will remain undrawn. It takes considerable to maintain "the balance."

EMIGRANT AGENCY.—Ex-Speaker HORN was in this city on Saturday, on his way to New York to attend to the duties of his office of Emigrant Agent there. He informed us that he had secured the services, as Deputy, of Mr. HERMANN G. C. KEPPLER, of this city, who is abundantly able to be a very efficient aid to Mr. Horn, and, indeed, was a prominent candidate for the first appointment to the office.

THE SOUTHERN WISCONSIN Railroad.—We grieve to see that our contemporary of the Janesville *Gazette* is in an unhappy frame of mind with reference to the alleged union of interests between the Milwaukee and Mississippi and the Southern Wisconsin Railroads. It will neither rejoice itself, nor permit us to do so, and while twitting us with not knowing the "conditions" of the bond, wholly refuses to enlighten our ignorance. It kindly adds, however, for our especial comfort and edification that "if an arrangement (between the Companies) is hereafter completed, it will be wholly independent of their (our) and influence." That is quite impossible. Our "wishes" are for the proposed union, on any terms, and our "influence" is and will continue to be devoted to attain that end. We think the proposed union all important to both roads and both cities, and therefore rejoice at its approaching consummation.

THE WHEAT CROP.—A friend who arrived in our city Friday evening, and who drove from Fond du Lac to Watertown and thence to Milwaukee, informs us that he did not see on the whole route, a single field of Winter Wheat. The fall sown grain looks well everywhere, and the Spring crops have been pretty much well got in.

STATE EXPENSES.—The Madison *Democrat*, the regular organ, is importing. Its figures, positively stated some time ago at about $163,000, have now reached $207,000. We have some hope of the *Democrat* yet.

New York Correspondence of the Daily Sentinel.

New York, April 24th, '54.

"Most potent, grave and watchful" *Sentinel*, can you withdraw your eyes from yonder far-off field, where civilization and barbarism marshal their mighty hosts for the rule of the eastern world; where Saxon and Frank charge beside the Moslem, against Cossack and Muscovite;—where Conquest and commerce don rare masks of Holiness and Magnanimity, "and steal the livery of Heaven, to serve" their passions? Or, can you close your ears a moment to the gentle rustle of the Southern breeze amid the palm-branches of the lovely Queen of the Antilles, who smiles so fair, so very fair upon the bosom of the sunny sea, and seems so near, so very near to the outspread fingers of our Uncle Samuel? If you can, mine ancient friend, and trusty frere, we will go a roaming through the streets of Gotham, where the same fierce fight of right 'gainst wrong goes on, as along the mighty Danube; where the sunshine smiles as fair into narrow lanes and haggard faces as that which brightens but cannot soften the planter's lash in the coffee-fields of Cuba.—Leave to Mrs. Jellaby the Borrioboola-gha, that benevolence which mourneth over Cossack lust, and Cuban tyranny,—at least until the children's faces are washed at home. And a famous washing that will be, which shall cleanse the neglected children of our Uncle Samuel.

Just now, Gotham is too busy "moving," to moralize overmuch. You may find carts in the crowded alleys, carts in the quiet courts, carts jammed up against curb-stones, carts jolting upper-tendom in its noon-tide drive; aristocratic carts with glossy steeds, bearing costly mirrors, wherein beauty basketh in the light of her own smile; democratic carts, with sturdy dogs, who trot as steadily with Hans' blue chest, and deal table, as though blue and deal were satin damask.

Woe is me, for the Arabs of the city! no abiding place, no house-tie, no love for this corner where grandmother's silver hair shone in the setting sun, or for that where baby braced itself for its first bipedal exploit—no bowed head passed the door through which went the best beloved to the stillness of the grave.

Men tell how, when the great plague raged, through the grass-grown streets of London rumbled the heavy carts, pausing where Death's red-cross signal glared, with the hoarse cry, "bring out your dead. And they brought them, young and fair, old and worn—the saint with her smile of peace—the sinner with his clutch of despair, whether the path that stretched behind them was bright with the blossoming of good deeds, or withered by the blasting of unrestrained hate—whether in the brown locks yet lingered the perfume of the orange wreath, or lay the first frosts of sorrow.

It was all one with the dead; all one it seemed to the living. So now, through the streets of Gotham, red signals are answered by ready *carts*, and from house-tops to cellar pour the dead house-hold treasures; the baby-horse whereon the first-born rode through fairer fields, o'er smoother roads, than later life will bring him;—the high chair in which nurse tied the little blue-eyed sister, the first and last time she ever came to "the first table,"—poor baby,—whose blue eyes opened and closed with the violets. *They* were light and easily borne; but this dead form is heavier, and slowly, albeit carelessly, adown the stair-way men ding the ponderous chair.—It was heavier still a few short weeks ago, when the master of the mansion leaned wearily upon its cushions, watching the shadows gather closer round him—shadows of the night on which no light of time shall ever dawn. "Bring out your dead!" God help the people to whom such things *are* dead; to whom all these are so much wood and hair, and linen; so much "rubbish" now that they are worn. Is it nothing, oh hard-eyed woman of fashion, nothing *who* wore them thus? Did the blundering porter strike only the bannister on his way down the stairs? Did his feet press heavily only the senseless flooring?

We may meet you by-and-by, in Broadway with the prettiest of widows' weeds; the loveliest of widows' caps, (your face is oval, Mrs. Leathe, and the style is very becoming,)—and no one of all your hundred friends shall be able to pick a flaw in your attire. Not a flounce, not a fold, parades its disrespect for your husband lately deceased. The bombazine is of the finest—the gloves, the smoothest—the folds of the long veil the gracefulest. You are very pretty, Mrs. Lethe, in your mourning for the heart that loved you,—(*and that broke*)—and you know it.—Pass on, pretty bubble! The life-stream glides not always over golden a nds, beneath summer skies; and the storm must gather, even for you. Pass on.

Oh, watchful *Sentinel*, is there no cause for fear when thus our homes lose the *poetry* of affection? for so I suppose they would call it on 'Change.—So the light, waving, trembling leaves may seem but the useless ornament of the stalwart tree, while all the time they are its lungs, reaching out for its life-breath. And how long will the life last, when the lungs are gone? Take up your lance for the good old time when the chair and the chimney-corner had a share of love—when "women were keepers at home," not stumpers abroad—when Fashion and Philosophy, (falsely so called) wretches that they are, had not eaten out the heart of human affection. And if your lance breaks against the brazen front of your foe, wheel, not for flight, but for another til *Nil desperandum!* And be the flower your casque above, the flower that *homely* hearts most love,—the

VIOLET.

For the Daily Sentinel.

A Few Hints for Farmers.

Messrs. Editors:

I wish, in a very few words, to call the attention of the Farmers of this state to the inducements now offered for the cultivation of Flax.—During the last season ten or twelve Oil Mills have been erected in this state, each of which will need from eight to ten thousand bushels of Flax Seed to keep it in motion. This will ensure at all times, a good demand for the seed. A Farmer told me that he bought *one* bushel of Flax Seed, a year ago, and sowed it. From that one Bushel he obtained *thirty* Bushels of good, clean seed (besides one bushel kept to sow this year) for which I paid him Thirty Dollars. Had he kept the seed a little longer I should have paid him $1.25 per bushel, which would have been $37,50 from one acre of land.

Flax Seed is now worth $1,25 per bushel, and likely to be high all the next season; and the straw is or ought to be worth as much as the seed. There will be Flax Mills built this year, that will make a demand for the straw, or fibre. I hope Farmers will profit by these few hints, and make their preparations to raise a little Flax, as well as Wheat, Barley, Corn and Oats. The time to sow Flax is from the 1st. to the 10th. of May.

A.

THE ODD SECTIONS.—The Marquette *Mercury* of the 17th inst. says:

"As near as we can learn, all the land comprising the odd sections—on the improvement strip—on which settlements have been made—remaining unpaid for, are now forfeited to the Improvement Company; and residents upon them are to treat with the Company if they wish to retain them.

This was what we conceived to be one of the bad features in the sale by the State, it left wide open the gate for tampering with the settlers upon those lands, who have been jaded heretofore, beyond endurance, from the malfeasance of Public Officers under a former Administration. The only remedy left for the settlers is to go to Green Bay and compromise with the Company.

The Even Sections will soon be advertised and after 90 days from the time of advertising, will be subject to proof and entry. The U. S. Land Office, at Menasha, has the disposal of the "Even Sections."

EMIGRATION WESTWARD.—A friend of ours conversed yesterday with a delegation of eight very intelligent gentlemen—a committee if three hundred families in Ashtabula Co., Ohio, who were on their way to Iowa to locate a township of land. As soon as the selection can be made these families will seek a home west of the Mississippi. From present appearances the Mississippi Valley will receive a larger addition of intelligent enterprising people than ever before.—We are glad to note these facts. There is ample room for millions more.—*Chicago Tribune.*

Jack Downing to R. J. Walker, on Rail Road Swindling and Land Grants.

Washington, (near the White House) }
April, 1854. }

Dear General Walker:

It is considerable time since we parted in Piccadilly, London, as you've bin hum to the States long afore me—but I've just arriv here, in the great capital, and find things so to wrongs that I sot right down to write you about it, afore starting to go to the old homsted down to Downingville. A party nous they've bin making of out railroad scheems; it looks like you've let them foxy badgers Smith and Macy lead you astray from your general honest unsuspecting purposes; and it seems that all our fine talk and big figures about the Valley Road and Land Grants, which so nicely wooled the John Bulls, and unpuckered their deep pusses, has been blowed into parched leaves down here in Washington.

That slik *pamphlet* which you and me, and Smith figured up and got printed so sly, and kept so close, has been found out and got across the Ocean, and here it is; and whats more, some of the cute ones are getting it all printed by thousands; the type is already sot up; and soon it will be scattered all over the West, Wisconsin, Illinois, and in Congress, thick as penny papers. What we said about great Wheat Crops, in our pamphlet makes em wink; but they will stare with their big eyes, when they read on page five, your declaration that "the *Company* have advanced their *own funds* to build the road," to the amount of several hundred thousand dollars! and then they'll open their eyes wider yet, when they read further in our pamphlet, that "the sum of 1,200,000 dollars has been actually subscribed to the stock"—and further, that "up to Sept. 1851, the sum of $235,000 had actually been paid in," and up to November following, "enough more had been paid in to make the whole sum paid in over $300,000, while cash payments are still constantly increasing." Now, of course this will look kinder mixed to them badgers of the prairies, who had never hearn of such things to hum; and they dont know how easy it was to be writ on paper and printed in London, with them purty big maps to back it up.

So you see it would a bin a good stroke if we could got all the pamphlets burnt up afore any on 'em got over here; I tried my purtiest, dear general, to git the last one, but its no use, for the types are all set, and it will soon all be out, and the game exposed to the whole people; and it will purty nigh be ruin to our names, as well as pusses. But you know I told you that was going it too steep, and that honesty was the best policy; and that this operation would make terrible smash of the good name of Uncle Sam's old *national pusser*. But you would not hear to your true friend, but went and took counsel of the crafty little badger who meant to feather his own burrow, at any rate, with the comfortable stuff.

And then when they read along further in our London pamphlet, on page 8, they find where we promise in our scheem to let the John Bull bond holders have large slices of the great Lands which we were to git from Congress and from *the State*, to aid this road; although we knew the State hadn't an acre of land to grant to railroads—but as they over there did not know to the contrary, we was safe in saying in our pamphlet (what a whopper!) that—"first, the State owns about 1,800,000 acres of land, of which it *is contemplated* that over one-half, or 900,000 will *be granted* to this road. The other grant *will come from* the *Congress* of the United States, upon the same principles as the 2,040,000 acres already granted by Congress to the road leading from the city of Cairo to the city of Chicago, in Illinois, including similar grants from Cairo to the Gulf of Mexico; and as *this road will be a continuation of that*, to lake Superior, no doubt is entertained but that a grant will be made to this road to carry it to its northern terminus." (Page 6.)

Now, General, while looking at these *large promises* of land, which we've made, see him thinking of a distinguished feller, told of by the Bible in our Sunda school lessons, who promised great possessions to land, on a certain occasion, when Deacon Clinton says the poor devil didn't own a foot of land the day he died. Ah! I heard, some big talking chaps talking about our pamphlet, and some of 'em was so assey as to say they didn't believe there was a grain of truth in it—certin part of page 7, where it read that, "under these circumstances the company have determined *to sell only* 300,000 dollars worth of their bonds; and money being much more abundant in London than in New York, they would *prefer* to negotiate that amount here, (in London) believing that it *ought* to command *a considerable premium*!" For sure, that's a purty good tack, and showed you was out out for a *national financier*, and how you lafted when the idee struck you! rather negotiate in London than New York! Why you know Uncle Zack allers said a cunning dog never tried to kill sheep near hum; and the knowin fishermen never offered stinking fish along shore, where they knowed what fish was; and so likes these foxy badgers knowed better than to offer their trash in New York *where they was known*; and besides it would be under the eyes of the creditors, so they couldn't *sell their iron and pocket the money* for electioneering and speculations.

Agin, general, these meddling, talking, prying fellers in the rotundy went on reading our pamphlet, till they come to page 9, where it says—"the *Illinois Road* which unites with this, running from the southern boundary of Wisconsin to Chicago, thence to the western boundary of Indiana, is *controlled by the same Company*, which owns this *Wisconsin road*, and the two will be worked jointly!" Here they looked around and thought Chicago and Illinois ought to be very thankful to us for so unexpectedly and easily relieving them of the task of building and controlling their own road.

But general, if there is some things that don't look truer than they should, in our pamphlet, we can quiet our consciences from a very *considerable show of fairness*, exhibited in the resolution passed by *our directors*, Sept. 12, 1851, which says "the amount of *stock paid up* at that time *was only* 235,000 *dollars*, and therefore our agent be instructed so to conduct the negotiation as to confine the amount *to be advanced by the bondholders, at present*, to that sum of 235,000 doll's, and to be *increased only* in proportion as additional stock is taken and paid for by the stockholders." "Stock paid up now exceeds 300,000 dolls, and payments are constantly increasing." (Page 21.) Now general, some are so suspicious as to wonder where and by whom, that resolution *was written*; but sartinly we was very honest *to resolve* (that is our directors) not to draw on these foreign bondholders any faster than the stockholders paid in; yet I've hearn some talk sich silly honesty, that we ought also to have looked out that some part, at least, of that 235,000 dolls, was subscribed by *responsible* men, and that some of it was *really paid in!* We understand how all that was done, and by whom; if we can only get the grand land grab, in Wisconsin, from Congress, we can make the thing smooth, and have dimes enough to defy 'em all, and face down their charges like a brass monument. Give us the money, and all is right! that's what makes the mare go, always.

Yet, after all, general, that whapping certificate of wealth I which you published in favor of the directors of our company, did the business; and when those who know all about it come to see our pamphlet and deny the truth of the following on page 26th, we can swear it was all a mistake of the printers, who have put in *millions* where we only meant *thousands*. "I am well acquainted with the gentlemen to whom is entrusted the management of the road, and have the highest confidence in their energy, *capacity* and *integrity*, and entertain no doubt but that the bonds will be punctually paid at maturity, and the interest as it falls due; the stockholders and directors of the company being worth in the aggregate SEVERAL MILLIONS of DOLLARS, *and are now making the road as a profitable investment.* R. J. Walker, London Nov. 18th, 1851." (page 26.) If we can only get our bill for land grant through Congress before all is exposed, we should do well enough. But still, general, when we got to that pint—every thing all right *on paper*—the lands granted, the stock subscribed, the company endorsed for wealth and integrity! we were on "the high tide of go ahead," as old Shake-spear says, and "all our alarms buried in the deep bosom of the prairies," as the same great feller has it; and soon our iron would be in York; but as we had'nt any track laid, and did'nt expect to have very soon, where would be the harm in making an honest turn and saving a confortable penny?—so we sold most of the iron to the Michigan Central Railroad and pocketed the chink, you know—and then the needlers rose and made some sassy questions about this comfortable little transaction of ours.

And, general, we've felt mighty streaked about how we should get through this foggy, crooked affair, and how we could make some kind of passable show to those who bought our bonds, and expected us to *lay down that iron on our road* to keep good our promised securieties, which we had so destroyed by selling the iron! there's the rub! But that was a good idea of yourn to get the land grant smuggled through Uncle Sam's Senate, afore the real state of affairs was seen; and we ought to be thankful to the generous tavern keepers, who trusted Capt. Smith and others of his sort to so much wine and good dinners for members and lobbys in making good will for our cause; and how shall we pay 'em unless they take our bonds, as some of the bankers, and brokers, and lawyers have done? there's the National at Washington, the Irving at N. N., the Capitol House at Madison, and others, who have large bills against us, and they had better take a large pile, the balance of our bonds, and speculate what they can, for its likely they won't get nothing else—them fellers in Wall Street and other places squirm and kick nigh fly when they are called upon to bleed freely and pay more installments for lobbying and making some more tricks to get our bill through Congress, and when they see our pamphlet they'll swear like the army in Flanders.

You know our Captains A. Hyatt and John B. was run short of the chink and couldn't get arrested if there handlards had'nt trusted them, and they ought to be paid; and the bonds would make 'em good waste paper and cigar lighters, and taking them seems likely to be the best thing they can do, now that the bonds have berst on our heads—and the scattering our pamphlet 'all over won't make matters any better for any of the parties concerned.

Still, we took fresh courage when the land grab was smuggled through the Senate, and the Wisconsin members of congress had all agreed to vote for it in the House; *then* it did seem impossible for any contrivance to get an opposition of 40 votes against it, and I felt keen enough, and went around bragging, and betting what paper money I had on the result, and so we kept stiff upper lips, you know, defying every body, till them rascallin chaps, Walker, Noonan, Holton, and King, came on and stepped into the House one day, while the bill was up; when from the sudden stir and dodging about, I saw at once there was trouble in the camp—it looked like some was scart, and some mad—for Cutting's eyes flashed, and Letcher nestled about in his seat, and lots of these honest ones looked liked if they had been deceived and was now put right, and was going to say so and go against our bill; but thinks I, what the devil has these fellers, who don't live in Wisconsin, any business to be so officious about *our* affairs, which don't concern them? but knowing the character of them who opposed us, I began at once to withdraw all my *money* bets, and put up my *bonds* in lieu, just to keep up appearance, and brag on, knowing they cost nothing and was worth nothing, being given to me for lobbying, and telling those big yarns about your six-foot gage, the land grant, stock stories, &c: knowing if the bill was killed we should loose nothing in the back, for the bonds were worthless, worse than Shylock's, calling for neither money nor flesh, but only trash.

After a few days of raving excitement, while we hung like Uncle Zeek's cow in the tamarack mire between a sink and strangle, like a tree on her back pushing her clear under the wind, that sly, quiet Ex-Governor of Wisconsin happened in the House, and rolled a huge *rock across our track*, by his plain letter to the members, and it smashed up everything, worse than a tin-pail under a cart wheel, and so, thinks I, *farewell* forever to our bill for land grab; he felt it his duty to expose the fraud of the memorial under which they were working—he told 'em plainly it was a cheat, in its present form, (and they who used it knew so) prepared to deceive members unacquainted with the matter. He said, and the authentic records showed, that when the memorial passed the legislature of Wisconsin, there was an important amendment-clause attached to it, but torn off by the rascals before it was brought into Congress—he proved, too, that it was never presented to him for the Governor's signature, as it should have been, but was secretly sent off to Washington with the amendment torn off, and without his knowledge or consent—they all well knowing he would not sign and send it away with the amendment thus torn off, which the Legislature passed by a large majority, and which has since again been passed by an emphatic majority.

But, dear general, the plot is blown up, and we are done for—what shall we do next? Some folks say we have effected *one good thing*—whether intended or not—in our financiering—they say we have struck one good blow against land-grabbing and land monopoly—that is, the exposure of our schemes and opperations has proved the injustice and impropriety of Congress giving away millions of the whole people's good lands to corporations and rich companies, to help the bankers and nabobs wrong and oppress the poor laborer—when the latter ought to have them freely, in small quantities, to make their industrious homes with; but, my cousins they say (thanks to the Lord know it) didn't mean any such good thing) has opened the eyes of some, exposed the swindling of others, and led members of Congress and the people to look and think well, before they act, what is the justice, and what will be the effect, of these huge grants, this dickering and giving away what belongs to the whole people, to a few, to private companies, helping them to these public donations to vast power, which enables them to operate with great and unfair advantage over private enterprize, and they say too, in the exposure of our doings, it may be seen that falsehood and swindling will be rebuked by some, if necessary to obtain land grants; and in every point of view, it lessen that the whole system, of giving away the public lands to companies and corporations in large quantities, instead of giving them to actual settlers, in small quantities for farms, is all wrong and unjust, and ought to be abandoned altogether by Uncle Sam—this the honest folks say we have clearly proved to all fair minds.

But they say, too, if we have thus *accidentally* done this good thing, we have bought that little credit at a mighty dear price, by sacrificing our credit abroad—and we have done serious injury to the credit and confidence of our business men, in foreign money markets, as now after, our tricky operations, foreign capitalists might properly look with suspicion upon Americans when they offer their bonds for sale, and ask for negotiations abroad of any kind; that its effects will be less injurious as it is one of a very few cases, and the discredit must be limited, as the agents and negotiators, generally, from our side are upright, honorable men, so that this case is only an exception to to the general practice.

And here general, we may answer the question why we did not try to borrow money and negotiate our bonds in this country? You know we could not refer people *here* to our pamphlet for evidence of our claims to credit, for they and we knew the Valley road had no reliable basis, no bonafide stock; and that those who had put their names on pieces of paper and *called it stock*, had little money and less credit, upon which to borrow money in New York, which would make it and impossible or troublesome business here; besides the people in Wisconsin, and the county generally, would laugh outright if you represented to them that the *school lands*, of that state would be granted to making railroads, for they know the state has no such power, and never could have the slightest thought of doing any such ridiculous thing—they'd as soon expect them to turn the capitol into a grog-shop, as to support they would give the school lands to railroad speculators—the school lands are sacred to that object—and cannot on any account be diverted to any other purpose; but, you know, although we was sartin of this, we supposed they didn't know it in Europe; though we they soon will, and so we could wool them, with the big figures and long certificates, in our pamphlet, intended only for the London market, not thinking the feastly thing would ever get across the ocean to contront and condemn us there, where our falsehood and frauds would be exposed—and its done! the worst is come! and its asked why we didnt *use* the iron we bought in England on our pretended road? and why we didn't *dare to sell it ourselves*, instead of employing two brokers in Wall street, and letting them make $70,000 in the transaction; and why we have diverted the funds from thereof and destroyed even the appearance of security? Why, General, we can defy their inquisitiveness and tell 'em boldly, for brave rascality looks nobler than cowardly sneaking—tell 'em the fact, right out, that we concluded the best beat plan was to divide it into four parts, to be appropriated this way: one quarter to the assumed stockholders; one quarter to lobby in Congress for land grab; one quarter to elect certain men in Wisconsin to help our schemes, who are now on their way to Washington; and the balance to be used for the purpose of trying to sweep and swindle the school funds of the state, (as we intimated in our London pamphlet) into our own nests and operations.

But, general, I fear its all over with us now—our London pamphlet which raised us so high and carried us so smoothly, for a season, is after all going to prove the instrument of our utter ruin—its the balloon in which we sailed so handsomely all over London; the *gas* we filled it with carried us safely amidst the foggy air in Europe, and over the sea; then we got our iron into the ship to sail for the states, it ballasted the craft well across the Ocean; but when our gas-buoyed balloon reached the brighter skies of the states, and sailed into the sunshine over the Capitol at Washington *they* at once began to see what it was—that our *fabric* was only *a castle in the air*, with no real *land foundation*, that we was lighted only with gas and moonshine, and we begun feel that we was sinking, and that the stuff which held us up over Pecadilly, was'nt enough to keep us floating among them that knew us better; so while the people was ogling and laughing at us in our trembling, sinking state, the Ex-Governor let off his rocket into our gas-bag, which blowed us into nothing but *rags*; and we came down with a smash, when our huge ambitions and pretensions were all bitterly exposed, and we felt "what a fall was there my countrymen!" and was racked with all the crushing despair which withered poor cardinal Woolsey when he fell from the fame and fortunes of greedy ambition and enterprize, of seeking his own gain and advancement at the expense of honesty and the sacrifice of his country's interests.

JACK DOWNING, Jr.
Downingville, Con.

☞ We are glad to hear that the statement that four sailors were drowned from the Brig *Oleander*, Tuesday, is unfounded. The hands are all safe, though one of them was somewhat hurt by the falling of the masts.—*Detroit tribune.*

The late Gale—Its effects at Chicago.

We condense from the Chicago *Tribune*, the following account of the losses of life and property at Chicago by the gale of Thursday:

The schooner Rocky Mountain, Capt. Stoker, came round the North pier about one o'clock yesterday noon, and missed the entrance to the harbor. She fell rapidly to leeward, when her anchor was let go, and she held on about fifteen minutes—commenced dragging very rapidly, and in less than one hour's time was also inside of the breakwater of the Illinois Central Railroad. Immediately on striking, the crew, consisting of the Captain, mate, four seamen and cook, jumped on the breakwater, and from thence to the beach.—The sch'r was from Grand Haven, loaded with 50 000 feet of lumber, not insured. The vessel was a topsail schooner, about 12 years old, valued at about $2,000, and was insured for half that amount in the Chicago Mutual Company.—In two hours from the time she went ashore, she was entirely torn to pieces.

The schooner Merchant, Captain Peter Christiansen, from Port Washington, with a cargo of wood, in attempting to come in, struck on the bar, beat over, and fell to leeward, letting go her anchors. Four men then went aloft to furl the topsail, and while on the yard the vessel wallowed in the trough of the sea, and fell over on her beam ends. The seamen on the yard fell overboard, and three were discovered to regain the wreck, but the fourth was never afterwards seen. The men clung to the starboard bulwarks beckoning to the shore for help until she finally careened and went under. The beach was lined with people, and in a few minutes a life boat from propeller Illinois, and manned by Captains Mc Gill, Samuel Johnson, Samuel Scoville, and Joseph Napier, proceeded to the vessel. The sea ran mountains high, and the gallant boat was repeatedly filled with water. Although superhuman exertions were used, she could not reach the wreck, owing to the high sea and the fact that she had but three oarsmen. A second boat was in the meantime procured from the steamer Globe, and manned by Capts. Drummond Kelley, Wiley, Osier, and John Igo, pulled for the sunken vessel. The wreck was soon reached, and Capt. Christiansen and two men taken from it—the balance (four or five) were lost. The Merchant was owned by O. D. Spaids, of this city, and was an old vessel, of but little value.

The schooner Arrow went head on to the breakwater at the foot of Washington street.

Her crew succeeded in jumping on to the breakwater, but the sea washed completely over them, and two were knocked off by its force into the space between the protection and the Railroad bridges, and drowned. They were probably exhausted by their efforts on board the vessel, and were unable to hold on to the spiles. The remainder of the crew (three in number) were saved. The Arrow was built at this port in the Spring of 1853, and was sold a month or two since to Benjamin Smith, of Grand Haven, for $2500. She was a fore-and-aft schooner, of about 80 tons burthen, and was commanded by Capt. Smith.

The brig Olive Richmond, Capt. Monroe, with a cargo of lumber from Grand Haven, drove against the breakwater. Her crew jumped on to the protection, and were saved. There were two passengers on board—a woman and her child. They were also saved, by a man jumping ashore with them in his arms. The Olive Richmond was quite an old vessel, built at Mill Point, valued at $2500, and was owned by A. H. Covert of this city. She was exclusively engaged in the lumber trade.

The schooner Maine, Capt. Foster, from Green Bay, with a cargo of lumber, attempted to come into port about 6½ o'clock in the evening, but missed the entrance by about half her length.—She was brought up into the wind, her anchors let go, and sails furled as quickly as possible; but she walked away with both cables, as tho' they were mere strings. The vessel drifted rapidly towards the breakwater, and when within about twice her length of it, at the foot of Monroe street, her foremast was cut away, with the hope of thereby preventing her from going ashore. The Maine was owned by L. Barber, Esq., of this city, and was a first class vessel, having been purchased by him during the Winter for $7,500.

We have the following further particulars from the Chicago *Press* of Saturday morning:

The schr. Maine struck the breakwater soon after midnight. All on board saved. The vessel was owned by C. Barber of Chicago, and Oscar Gray of Navarino. She was purchased by her present owners last winter for $7,000. She was insured for $6,000, equally in the Metropolitan, and Hartford Ætna Companies. She was loaded with lumber and shingles, which will all be saved.

Soon afterwards, the schr. Lizzie Throop, struck. Her crew were brought off safely by Capt. Alderman of the schr. Challenge and Capt. Drummond of the schr. Wm. Jones, and Fred. Johnson, of the schr. Arrow, owned by Gilbert & Co. of this city. She was valued at $4,500, and is thought to be not insured. Her cargo of lumber was consigned to Throop, Larned & Co., and will be saved, except what was on deck.

The Hayden is owned by D. A. Dickinson of Waukegan. She is rated at $4,000, and is insured in the Milwaukee Merchant's Mutual, to what amount is not known. Her stern is entirely broken off and she appears to be so perfect a wreck that she will probable be abandoned. She lies about 10 rods south of where she first struck. She had a cargo of lumber from Grand River for Throop, Learned & Co. It will mostly be saved.

The Merchant was commanded by Capt. Christiansen, who, together with two of his crew, Cornelius Gunderson and Charles Osbioruson, were saved. Five were lost, viz:

Wm. Wilhelms, an Irishman about 28 years old. He has a wife and one child, living between Kinzie st. bridge and the railroad bridge on the east side of the north branch.

Louis Hnderson, aged 19, and——Skroder aged 20, both Norwegians, unmarried, and without relatives in this country. They came in company from Christiana, in Norway about year since.

Svend Arsenimsen, about 21 years old and unmarried. His father and family live in Rock Co., Wis., about ten miles from Janesville.

Gunder Sorgrimson, about 45 or 50 years old. His wife and several children five in the city upon the West side.

The unfortunate brig Maria Hilliard succeeded in getting back into port again, leaking badly, and having thrown overboard 102 pigs of lead and 1000 bus. of oats.

The Relations of Greece and Turkey.

From the London Times, April 6th.

It causes us no surprise to learn that the diplomatic relations between the Ottoman Empire and the Kingdom of Greece have been broken off, and the Ministers respectively accredited by these States to Athens and to Constantinople have received their passports and taken their departure. We had, indeed, foreseen from an early period in this crisis, that the effect it must produce on the Christian and Mussulman races and Governments of the East is the most serious part of the question, and that such a contest would infallibly rekindle the animosities and revive the spirit which fought and won the battle of Greek independence thirty years ago, with the applause and encouragement of all the civilized nations of Europe. But the present state of war between Turkey and Russia, and also between the three protecting Powers of Greece, renders this whole question more than ever complicated and embarrassing. If war should come between the Ottoman Empire and the Kingdom of Greece, it will be assumed, that Greece is acting on the side of Russia in the greater contest, although Russia can afford to the Court of Athens no material support or protection. On the contrary, the two other protecting Powers, which are within reach of the shores of Greece, and can occupy any part of the Greek territory, are in positive alliance with Turkey, and at war with Russia. The Greek people, caring little for either their Northern or their Western protectors, have taken counsel of nothing but their own love of independence and their hatred of the Turk; but, such is the excitement prevailing throughout the little kingdom on this question, that we believe a much more powerful and honest Government than that of King Otho, would have found it impossible to prevent its subjects from making common cause with the insurrection on the Turkish frontier. Yet, politically speaking, and in the present state of the relations of the Western Powers with the East, this insurrection is likely to prove mischievous to all parties.

Meanwhile, we learn from Constantinople that the concessions to the Christian population which have been made by the Porte, and which might, if made at an earlier period, have prevented much of this mischief, are ill-received by the Mussulman party, and have given rise to important changes in the Divan, even to the deposition of the Sheikul-Islam himself, who is the head of Turkish law and religion. Entirely approving, as we do, the spirit of these changes, and believing that it is essential for the existence of the Ottoman empire, and for the honor of its allies that they should be carried into effect, we are nevertheless, sensible that they are not calculated to lessen the fear and hatred which unhappily exist between the several races and religious subjects of the Porte, that they amount to a revolution in the institutions and social condition of the Empire.—That is the inevitable effect of the extraordinary state of things which the aggressions of Russia have produced for even the Powers engaged in the protection and preservation of the Ottoman empire, are aware that their objects can only be effected by a considerable change in its government and its laws. In the task they have undertaken, the most arduous part is to provide not only for the defence, but for the maintenance of authority and administration in such a State, and the internal difficulties with which this business is surrounded, are at least equal to the external dangers which have summoned our fleets and armies to the rescue of the Sultan's dominions.

PROPOSE.—Messrs. Bafauff & Getzer have in store, at Potosi, Grant Co., 9,000 bushels of wheat, and 12,000 bushels of oats,

Large Fire in Broadway, New York—Ten Men Killed!

SEVERAL DANGEROUSLY INJURED.

Another large fire, involving a frightful loss of life, and destroying property to the amount of $90,000, occurred in Broadway last evening. It originated about 8 o'clock, in the clothing store of W. T. Jennings & Co., No. 231 Broadway, a few doors above the Astor House. So rapidly did the fire spread, that although the alarm was promptly responded to by the Fire Department, the flames rose high above the roof before any streams could be brought to play, casting a brilliant glare over the Park and lower part of the city. Some thousands of persons gathered in the vicinity; the Hose and Engine Companies arrived in quick succession, and soon the neighborhood became crowded. Despite the exertions of the firemen, the flames spread to the adj

VOLUME X. MILWAUKEE DAILY SENTINEL. NEW SERIES.

THE DAILY SENTINEL.

Rufus King, Wm. H. Watson & John S. Fillmore
PROPRIETORS
UNDER THE NAME AND FIRM OF
RUFUS KING & CO.

DAILY, - - - - - $6 per annum.
TRI-WEEKLY, - - - - 3 " "
WEEKLY, - - - - - 1 " "

Monday Morning, May 1.

"Hard Cyphering."

So the Madison *Democrat* very properly entitles an article in which another lame attempt is made to find flaws in our table of the expenses made and authorized by the late Legislature.—After once denying that the bills for printing amounted to much over $10,000, it now confesses that over $15,400 was actually paid. Further, says the *Democrat*:

To justify its erroneous estimate of $18,000, it says there is the whole vast amount of printing in foreign languages yet to be paid for. By looking over its own list of bills, it will see that this has been already provided for, and is not such "a vast amount" after all.

"By looking over our list of bills," we find that $600 was appropriated. Now if the *Democrat* really supposes that it can make the people believe that the printing referred to is paid for with $600, its faith in their gullibility must be unbounded. Let us take as a starting point the fact that $100 was paid to one firm for 1000 copies of the Governor's Message, a little pamphlet of 12 pages. The Legislature ordered in German, Dutch, Welch, and Norwegian—besides a part in French—a number of copies—some 1500 to 3000 from each publisher (we have not the resolution at hand)—of the "Message and accompanying documents." These accompanying documents are as follows:

Secty of State's Report,	40 page
Emigrant Agent's,	16 "
Treasurer's,	16 "
State Superintendent's,	104 "
Board of Regents,	50 "
Geological Report,	84 "
De f and Dumb Ins't.,	16 "
Blind "	20 "
Comptroller's Report,	8 "
State Prison Comr's. Report,	12 "
Travelling Agent's	6 "

The above all to be got up, in separate pamphlets, in different languages, and paid for at the rate of 50 cts. per 1000 for composition, 50 cts. per token for press work, and 5 cts. each copy for covers &c. How far the people will be deceived, we can't say, but printers cannot be.

The *Democrat's* paragraph, to which we have thus replied, being a fair sample of its whole criticism upon our figures, we hardly think it worth while to examine its article further.

The Emigrant Agency.

In an article on this subject, a few days since, we cited the two laws of '52 and '53, providing for the appointment of Emigrant Commissioner, and took the ground, that under those laws the Governor had no authority to appoint Speaker Horn. So far we were right; but we overlooked a law, passed in 1853, though *not* indexed, which, taken with a statutory enactment, *does* confer upon the Governor the requisite authority. The law in question (chap. 34, General Statutes, 1853) provides that "there shall annually be elected by the Legislature, a Commissioner of Immigration, who shall hold his office for the term of one year," &c. The Revised Statutes provide (chap 11, § 12) that "whenever a vacancy shall occur, during the recess of the Legislature, in any office which the Legislature or the Governor, &c.' is authorized to fill by appointment, the Governor, unless it is otherwise specially provided, may appoint some suitable person to perform the duties of said office for the time being."—Under these provisions, the appointment of Speaker Horn is doubtless valid and legal.

Milwaukee Female College.—In publishing the report of the Examining Committee of the Milwaukee Female College, on Saturday, the name of the Rev. W. W. Arnett was, through inadvertence, affixed to it. Dr. Arnett did not sign the report, for the reason that he was present during only one day at the examination; but he endorsed the following opinion on the back of the report, as drawn up by the other members of the Committee:

"Having been prevented by other engagements from attending the examinations in the Female College, except on the last day, I take pleasure in stating that the examinations I witnessed on "that day were alike creditable to the fidelity of "the teachers and the diligence and proficiency of "the pupils."

☞ The *Wisconsin*, quite unable to answer a single one of the charges we have made against Gov. Barstow, or to gainsay any of the statements we have made in regard to his proceedings, seeks to create a little sympathy for his innocent and injured Excellency by complaining of the *Sentinel's* "personal abuse." This is a mere feint, and will not impose now upon the *Wisconsin's* readers. We have not "abused" Gov. Barstow one tithe as much as *he* has the confidence of the People and the trust which they committed to his hands.

First Boat through.—By our telegraph despatch it will be seen that the propeller *Milwaukee*, Capt. Marsden, owned partly by Geo. D. Dousman, of this city, is the first vessel through to Buffalo, having arrived there on Saturday. The propeller *Forest City*, also partly owned here, by T. S. Williams, had an even thing with the steamer *Globe*, in being the first vessel to make its appearance here from below.

☞ The Madison *Journal*, after successfully answering and refuting a false charge of the Democrat's about Governor Farwell's contingent expenses, turns the tables upon its antagonist in this wise:

Only $5,000 per annum was appropriated to Gov. Farwell for contingent expenses, and of that he only drew $4,531.61 for the year referred to. We shall see how much of Governor Barstow's $10,000 will remain undrawn. It takes considerable to maintain "the balance."

Emigrant Agency.—Ex-Speaker Horn was in this city on Saturday, on his way to New York to act end to the duties of his office of Emigrant Agent there. He informed us that he had secured the services, as Deputy, of Mr. Hermann G. O. Kemper, of this city, who is abundantly able to be a very efficient aid to Mr. Horn, and, indeed, was a prominent candidate for the first appointment to the office.

The Southern Wisconsin Railroad.—We grieve to see that our contemporary of the Janesville *Gazette* is in an unhappy frame of mind with reference to the alleged union of interests between the Milwaukee and Mississippi and the Southern Wisconsin Railroads. It will neither rejoice itself, nor permit us to do so, and while twitting us with not knowing the "conditions" of the bond, wholly refuses to enlighten our ignorance. It kindly adds, however, for our especial comfort and edification that "if an arrangement between the Companies) is hereafter completed, it will be wholly independent of their "favor and influence." That is quite impossible. Our "wishes" are *for* the proposed union, on any terms, and our "influence" is and will continue to be devoted to attain that end. We think the proposed union all important to both roads and both cities, and therefore rejoice at its approaching consummation.

The Wheat Crop.—A friend who arrived in our city Friday evening, and who drove from Fond du Lac to Watertown and thence to Milwaukee, informs us that he did not see, on the whole route, a single poor field of Winter Wheat. The fall sown grain looks well everywhere, and the Spring crops have been pretty much well got in.

State Expenses.—The Madison *Democrat*, the regular organ, is improving. Its figures, positively stated some time ago at about $163,000, have now reached $207,000. We have some hope of the *Democrat* yet.

New York Correspondence of the Daily Sentinel.

New York, April 24th, '54.

"Most potent, grave and watchful" *Sentinel*, can you withdraw your eyes from yonder far-off field, where civilization and barbarism marshal their mighty hosts for the rule of the eastern world; where Saxon and Frank charge beside the Moslem, against Cossack and Muscovite;—where Conquest and commerce don rare masks of Holiness and Magnanimity, "and steal the livery of Heaven, to serve" their passions? Or, can you close your ears a moment to the gentle rustle of the Southern breeze amid the palm-branches of the lovely Queen of the Antilles, who smiles so fair, so very fair upon the bosom of the sunny sea, and seems so near, so very near to the outspread fingers of our Uncle Samuel? If you can, mine ancient friend, and trusty frere, we will go a-roaming through the streets of Gotham, where the same fierce fight of right 'gainst wrong goes on, as along the mighty Danube; where the sunshine smiles as fair into narrow lanes and haggard faces as that which brightens but cannot soften the planter's lash in the coffee-fields of Cuba.—Leave to Mrs. Jellsby the Borrioboola-gha, that benevolence which mourneth over Cossack lust, and Cuban tyranny,—at least until the children's faces are washed at home. And a famous washing that will be, which shall cleanse the neglected children of our Uncle Samuel.

Just now, Gotham is too busy "moving," to moralize overmuch. You may find carts in the crowded alleys, carts in the quiet courts, carts jammed up against curb-stones, carts jolting upper-tendom in its noon-tide drive; aristocratic carts with glossy steeds, bearing costly mirrors, wherein beauty basketh in the light of her own smiling; democratic carts, with sturdy dogs, who trot as steadily with Hans' blue chest, and deal table, as though blue and deal were satin damask.

Woe is me, for the Arabs of the city! no abiding place, no house-tie, no love for this corner where grandmother's silver hair shone in the setting sun, or for that where baby braced itself for its first bipedal exploit—no bowed head passed the door through which went the best beloved to the stillness of the grave.

Men tell how, when the great plague raged, through the grass-grown streets of London rumbled the heavy carts, pausing where Death's red-cross signal glared, with the hoarse cry, "bring out your dead. And they brought them, young and fair, old and worn—the saint with her smile of peace—the sinner with his clutch of despair, whether the path that stretched behind them was bright with the blossoming of good deeds, or withered by the blasting of unrestrained hate—whether in the brown locks yet lingered the perfume of the orange wreath, or lay the first frosts of sorrow.

It was all one with the dead; all one it seemed to the living. So now, through the streets of Gotham, red signals are answered by ready *carts*, and from house-tops to cellar pour the dead house-hold treasures; the baby-horse whereon the first-born rode through fairer fields, over smoother roads, than later life will bring him;—the high chair in which nurse tied the little blue-eyed sister, the first and last time she ever came to "the first table,"—poor baby,—whose blue eyes opened and closed with the violets. *They* were light and easily borne; but this dead form is heavier, and slowly, albeit carelessly, adown the stair-way men ging the ponderous chair.—It was heavier still a few short weeks ago, when the master of the mansion leaned wearily upon its cushions, watching the shadows gather closer round him—shadows of the night on which no light of time shall ever dawn. "Bring out your dead!" God help the people to whom such things *are* dead; to whom all these are so much wood, and hair, and linen; so much "rubbish" now that they are worn. Is it nothing, oh hand-fed woman of fashion, nothing *who* wore them thus? Did the blundering porter strike only the bannister on his way down the stairs? Did his feet press heavily only the senseless flooring?

We may meet you by-and-by, in Broadway with the prettiest of widows' weeds; the loveliest of widows' caps, (your face is sorral, Mrs. Lethe, and the style is very becoming,)—and no one of all your hundred friends shall be able to pick a flaw in your attire. Not a flounce, not a fold, parades its disrespect for your husband lately deceased. The bombazine is of the finest—the gloves, the smoothest—the folds of the long veil the gracefulest. You are very pretty, Mrs. Lethe, in your mourning for the heart that loved you,—*(and that broke)*—and you know it.—Pass on, pretty bubble! The life-stream glides not always over golden sands, beneath summer skies; and the storm must gather, even for you. Pass on.

Oh, watchful *Sentinel*, is there no cause for fear when thus our homes lose the *poetry* of affection? for so I suppose they would call it on 'Change.—So the light, waving, trembling leaves may seem but the useless ornament of the stalwart tree, while all the time they are its lungs, reaching out for its life-breath. And how long will the life last, when the lungs are gone? Take up your lance for the good old time when the chair and the chimney-corner had a share of love—when "women were keepers at home," not stumpers about—when Fashion and Philosophy, (falsely so called) wretches that they are, had not eaten out the heart of human affection. And if your lance breaks against the brazen front of your foe, wheel, not for flight, but for another til *Nil desperandum!* And be the flower your casque above, the flower that *homely* hearts most love,—the

VIOLET.

For the Daily Sentinel.

A Few Hints for Farmers.

Messrs. Editors:

I wish, in a very few words, to call the attention of the Farmers of this state to the inducements now offered for the cultivation of Flax.—During the last season ten or twelve Oil Mills have been erected in this state, each of which will need from eight to ten thousand bushels of Flax Seed to keep it in motion. This will ensure at all times, a good demand for the seed. A Farmer told me that he bought *one* bushel of Flax Seed, a year ago, and sowed it. From that one Bushel he obtained *thirty* Bushels of good, clean seed (besides one bushel kept to sow this year) for which I paid him Thirty Dollars. Had he kept the seed a little longer I should have paid him $1.25 per bushel, which would have been $37,50 from one acre of land.

Flax Seed is now worth $1,25 per bushel, and likely to be high all the next season; and the straw is or ought to be worth as much as the seed. There will be Flax Mills built this year, that will make a demand for the straw, or fibre. I hope Farmers will profit by these few hints, and make their preparations to raise a little Flax, as well as Wheat, Barley, Corn and Oats. The time to sow Flax is from the 1st to the 10th of May.

A.

The Odd Sections.—The Marquette *Mercury* of the 17th inst, says:

"As near as we can learn, all the land comprising the odd sections—on the improvement strip—on which settlements have been made—remaining unpaid for, are now forfeited to the Improvement Company; and residents upon them are to treat with the Company if they wish to retain them.

This was what we conceived to be one of the bad features in the sale by the State, it left wide open the gate for tampering with the settlers upon those lands, who have been jaded heretofore, beyond endurance, from the rascalry of Public Officers under a former Administration. The only remedy left for the settlers is to go to Green Bay and compromise with the Company.

The Even Sections will soon be advertised and after 90 days from the time of advertising, will be subject to proof and entry. The U. S. Land Office, at Menasha, has the disposal of the "Even Sections."

Emigration Westward.—A friend of ours conversed yesterday with a delegation of eight very intelligent gentlemen—a committee if three hundred families in Ashtabula Co., Ohio, who were on their way to Iowa to locate a township of land. As soon as the selection can be made these families will seek a home west of the Mississippi. From present appearance the Mississippi Valley will receive a larger addition of intelligent enterprising people than ever before.—We are glad to note these facts. There is ample room for millions more.—*Chicago Tribune.*

Jack Downing to R. J. Walker, on Rail Road Swindling and Land Grants.

Washington, (near the White House)
April, 1851.

Dear General Walker:

It is considerable time since we parted in Piccadilly, London, as you've bin hum to the States long afore me—but I've just arriv here, in the great capital, and find things so to wrongs that I sot right down to write you about it, afore starting to go to the old hunsted down to Downingville. A party was they're bin making of our railroad schemes; it looks like you've let them foxy badgers Smith and Macy lend you astray from your general honest unsuspecting purposes; and it seems that all our fine talk and big figures about the Valley Road and Land Grants, which somicely wooled the John Bulls, and unpuckered their deep purses, has been blowed into parched leaves down here in Washington.

That slik *pamphlet* which you and me, and Smith figured up and got printed so sly, and kept so close, has been found out and got across the Ocean, and here it is; and whats more, some of the cute ones are getting it all printed by thousands; the type is already sot up; and soon it will be scattered all over the West, Wisconsin, Illinois, and in Congress, thick as penny papers. What we said about great Wheat Crops, in our pamphlet makes em wink; but they will stare with their big eyes, when they read on page five, your declaration that "the *Company* have advanced *their own funds* to build the road," to the amount of several hundred thousand dollars! and then they'll open their eyes wider yet, when they read further in our pamphlet, that "the sum of 1,200,000 dollars has been actually subscribed to the stock"—and further, that "up to Sept. 1851, the sum of $235,000 had actually been paid in," and up to November following, "enough more had been paid in to make the whole sum paid in over $300,000, while cash payments are still constantly increasing." Now, of course this will look kinder mixed to them badgers of the prairies, who had never hearn of such things to hum; and they dont know how easy it was to be writ on paper and printed in London, with them purty big maps to back it up.

So you see it would a bin a good stroke if we could got all the pamphlets burnt up afore any on 'em got over here: I tried my purtiest, dear general, to git the last one, but its no use, for the types are all sot, and it will soon all be out, and the game exposed to the whole people; and it will purty nigh be ruin to our names, as well as purses. But you know I told you that was going it too steep, and that honesty was the best policy; and that this operation would make terrible smash of the good name of Uncle Sam's old *national pusser*. But you would not hear to your true friend, but went and took counsel of the crafty little badger who meant to feather his own burrow, at any rate, with the comfortable stuff.

And then when they read along further in our London pamphlet, on page 8, they find where we promise in our scheem to let the John Bull bond holders have large slices of the great Lands which we were to git from Congress and from *the State*, to aid this road; although we knew the State hadn't an acre of land to grant to railroads —but as they over there did not know to the contrary, we was safe in saying in our pamphlet (what a whopper!) that—"first, the State owns about 1,200,000 acres of land, of which it *is contemplated* that over one-half, or 900,000 will *be granted* to this road. The other grant *will come from the Congress* of the United States, upon the same principles as the 2,640,000 acres already granted by Congress to the road leading from the city of Cairo to the city of Chicago, in Illinois, including similar grants from Cairo to the Gulf of Mexico; and as *this road will be a continuation of that*, to lake Superior, no doubt is entertained but that a grant will be made to this road to carry it to its northern terminus." (Page 8.)

Now, General, while looking at these *large promises* of land, which we've made, are bin thinking of a distinguished feller, told of by the Bible in our Sunday school lessons, who professed great possessions of land, on a certin occasion, when Dreson Gray says the good devil didn't own a foot of land in the world. Well, I heard Gray say that the selling them thinking about our pamphlet, and some of 'em was so sassy as to say they didn't believe there was a grain of truth in great in part of page 7, where it read that, "under these circumstances the company have determined *to sell only* 300,000 dollars worth of their bonds, and money being much more abundant in London than in New York, they would *prefer* to negotiate that amount here, (in London) believing that it *ought* to command *a considerable premium*." For sure, that's a purty good tack, and showed you was cut out for a *national financier*, and how you laffed when the idee struck you! rather negotiate in London than New York! Well, you know Uncle Zack allers said a running dog never tried to kill sheep near hum; and the known fishermen never offered stinking fish along shore, where they knowed what fish was; and so likes these foxy badgers knowed better than to offer their trash in New York *where they was known;* and besides it would be under the eyes of the creditors, so they couldn't *sell their iron and pocket the money* for electioneering and speculations.

Agin, general, these meddling, talking, praying fellers in the rotundy went on reading our pamphlet, till they come to page 9, where it says—"the *Illinois Road* which unites with this, running from the southern boundary of Wisconsin to Chicago, there to the western boundary of Indiana, *is controlled by the same Company*, which owns this *Wisconsin* road, and the two will be worked jointly!" Here they looked around and thought Chicago and Illinois ought to be very thankful *to us* for so unexpectedly and easily relieving them of the task of building and controlling their own road.

But general, if there is some things that don't look truer than they should, in our pamphlet, we can quiet our consciences from a very *considerate show of fairness*, exhibited in the resolution passed by *our directors*, Sept. 12, 1851, which says "the amount of *stock paid up* at that time *was only* 235,000 *dollars*, and therefore our agent be instructed so to conduct the negotiation as to confine the amount *to be advanced by the bondholders, at present*, to that sum of 235,000 dolls, and to be *increased only* in proportion as additional stock is taken and paid for by the stockholders." "Stock paid up now exceeds 300,000 dolls, and payments are constantly increasing." (Page 21.) Now general, some are so suspicious as to wonder where and by whom, that resolution *was written*; but sartinly we was very honest *to resolve* (that is our directors) not to draw on these foreign boundholders any faster than the stockholders paid up! yet I've hearn some talk sich silly honesty, that we ought also to have looked out that some part, at least, of that 235,000 dolls, was subscribed by *responsible* men, and that some of it was *really paid up!*

We understand how all that was done, and by whom; if we can only get the grand land grab, in Wisconsin, from Congress, we can make the thing smooth, and have dimes enough to defy 'em all, and face down their charges like a brass monument. Give us the money, and all is right! that's what makes the mare go, always.

Yet, after all, general, that whapping certificate of wealth! which you published in favor of the directors of our company, did the business! and when those who know all about it come to see our pamphlet and deny the truth of the following, on page 26th, we can swear it was all a mistake of the printers, who have put in *millions* where we only meant *thousands*. "I am well acquainted with the gentleman to whom is entrusted the management of the road, and have the highest confidence in their energy, *capacity* and *integrity*, and entertain no doubt but that the bonds will be punctually paid at maturity, and the interest as it falls due; the stockholders and directors of the company being worth in the aggregate SEVERAL MILLIONS of DOLLARS, *and are now making the road as a profitable investment*. R. J. Walker, London Nov. 18th, 1851." (page 26.) If we can only get our bill for land grant through Congress before all is exposed, we should do well enough. But still, general, when we get to that pint—every thing all right on *paper*!—the lands granted, the stock subscribed, the company endorsed for wealth and integrity! we were on "the high tide of go ahead," as old Shake-spear says, and "all our storms buried in the deep bosom of the prairies," as the same great feller has it; and soon our iron would be in York; but as we had'nt any muck laid, and didn't expect to have very soon, where would be the harm in making an honest turn and saving a comfortable penny?—so we sold most of the iron to the Michigan Central Railroad and pocketed the chink, you know—and then the mealers rose and made some sassy questions about this comfortable little transaction of ours.

And, general, we've felt mighty streaked about how we should get through this foggy, crooked affair, and how we could make some kind of passable show to those who bought our bonds, and expected us to *lay down that iron on our road* to keep good our promised securieties, which we had so destroyed by selling the iron! there's the rub! But that was a good idea of yourn to get the land grant smuggled through Uncle Sam's Senate, afore the real state of affairs was seen; and we ought to be thankful to the generous tavern keepers, who trusted Capt. Smith and others of his sort to so much wine and good dinners for members and lobbys in making good will for our cause; and how shall we pay 'em unless they take our bonds, as some of the bankers, and brokers, and lawyers have done? there's the National at Washington, the living at Y. N., the Capitol House at Madison, and others, who have large bills against us, and they had better take a large pile, the balance of our bonds, and speculate what they can, for its likely they won't get nothing else—them fellers in Wall Street and other places squirm and kick nigh it; when they are called upon to bleed freely and pay more installments for lobbying and making some more tricks to get our Bill through Congress, and when they see our pamphlet they'll swear like the army in Flanders.

You know our Captains A. Hyatt and John B. was run short of the chink and could'nt atreated if there landlords had'nt trusted them, and they ought to be paid; and the bonds would make 'em good waste paper and cigar lighters, and taking them seems likely to be the best thing they can do, now that the bonds have burst on our heads—and the scattering our pamphlet all over won't make matters any better for any of the parties concerned.

Still, we took fresh courage when the land grab was smuggled through the Senate, and the Wisconsin members of congress had all agreed to vote for it in the House; *there* it did seem impossible for any contrivance to get an opposition of 40 votes against it, and I felt keen enough, and went around bragging, and betting what paper money I had on the result, and so we kept stiff upper lips, you know, defying every body, till them rascally chaps, Walker, Noonan, Holton, and King, came on and stepped into the House one day, while the bill was up; when from the sudden stir and dodging about, I saw at once there was trouble in the camp—it looked like some was scart, and some mad—for Cutting's eyes flashed, and Letcher nestled about in his seat, and lots of these honest ones looked liked if they had been deceived and was now put right, and was going to say so and go against our bill; but thinks I, what the devil has these fellers, who don't live in Wisconsin, any business to be so officious about our affairs, which don't concern them? but knowing the character of them who opposed us, I began at once to withdraw all my *paper money* bets, and put up my *bonds* in lieu, just to keep up appearance, and brag on, knowing they cost nothing and was worth nothing, being given to me for lobbying, and telling those big yarns about your six-foot gage, the land grant, stock stories, &c: knowing if the bill was killed I should loose nothing in the bets, for the bonds were worthless, worse than Shylock's, calling for neither money nor flesh, but only trash.

After a few days of nawing excitement, while we hung like Uncle Zack's cow in the tamarack mire between a sink and strangle, like a tree on her back pushing her clear under the wind, that sly, quiet Ex-Governor of Wisconsin happened in the House, and rolled a huge *rock across our track*, in his plain letter to the members, and it smashed up everything, worse than a tin-pail under a cart wheel, and so, thinks I, *farewell* forever to our bill for land grab; he felt it his duty to expose the fraud of the memorial under which they were working—he told 'em plainly it was a cheat, in its present form, (and they who used it knew so;) prepared to deceive members unacquainted with the matter. He said, and the authentic records showed, that when the memorial passed the legislature of Wisconsin, there was an important amendment-clause attached to it, but torn off by the rascals before it was brought into Congress—he proved, too, that it was never presented to him for the Governor's signature, as it should have been, but was secretly sent off to Washington with the amendment torn off, and without his knowledge or consent —they all well knowing he would not sign and pass it away with the amendment thus torn off, which the legislature passed by a large majority, and which has since again been passed by an emphatic majority.

But, dear general, the plot is blown up, and we are done for—what shall we do next? Some folks say we have effected *one good thing*—whether intended or not—in our financiering—they say we have struck one good blow against land-grabbing and land monopoly—that is, the exposure of our schemes and opperations has proved the injustice and impropriety of Congress giving away millions of the whole people's good lands to corporations and rich companies, to help the bankers and nabobs wrong and oppress the poor laborer—when the latter ought to have them freely, in small quantities, to make their industrious homes upon; thus, our course, they say (though the Lord knows we didn't mean any such good thing) has opened the eyes of some, exposed the swindling of others, and led members of Congress and the people to look and think well, before they act, what is the justice, and what will be the effect, of these huge grants, this clickering and giving away what belongs to the whole people, to a few, to private companies, helping them by these public donations to vast power, which enables them to operate with great and unfair advantage over private enterprise, and they say, too, in the exposure of our doings, it may be seen that falsehood and swindling will be temptations to some, if necessary to obtain land grants; and in every point of view, it is seen that the whole system, of giving away the public lands to companies and corporations in large quantities, instead of giving them to actual settlers, in small quantities for farms, is all wrong and unjust, and ought to be abandoned altogether by Uncle Sam—this the honest folks say we have clearly proved to all fair minds.

But they say, too, if we have thus *accidentally* done this good thing, we have bought that little credit at a mighty dear price, by sacrificing our credit abroad—and we have done serious injury to the credit and confidence of our business men, in foreign money markets, as now after, our tricky operations, foreign capitalists might properly look with suspicion upon American when they offer bonds for sale, and ask for negotiations abroad of any kind; but its effects will be less injurious as it is one of a very few cases, and the discredit must be limited, as the agents and negotiators, generally, from our side are upright, honorable men, so that this case is only an exception to to the general practice.

And here general, we may answer the question why we did not try to borrow money and negotiate our bonds in this country? You know we could *not* refer people *here* to our pamphlet for evidence of our claims to credit, for they and we know the Valley road had no reliable basis, no bonafide stock; and that those who had put their names on pieces of paper and *called it stock*, had little money and less credit, upon which to borrow money in New York, which would make it and impossible or troublesome business here; besides the people in Wisconsin, and the country generally, would laugh outright if you presented to them that the *school lands*, of that state would be granted to making railroads, for they know the state has no such power, and never could have the slightest thought of doing any such ridiculous thing—they'd as soon expect them to turn the capitol into a grog-shop, as to support they would give the school lands to railroad speculators—the school lands are sacred to that object—and cannot on any account be diverted to any other purpose; but, you know, although we was earth of this, we supposed they didn't know it in Europe; though now they soon will, and so we could wool them, with the big figures and long certificates, in our pamphlet, intended only for the London market, not thinking the feastly thing would ever get across the ocean to confront and condemn us there, where our falsehood and frauds would be exposed—and its done! the worst is come! and its asked why we didn't *use* the iron we bought in England on *our* pretended road? and why we did'nt *dare to sell themselves*, instead of employing two brokers in Wall street, and letting them make $70,000 in the transaction; and why we have diverted the funds from the road and destroyed even the appearance of security? Why, General, we can defy their Inquisitiveness and tell 'em boldly, for brave rascality looks nobler than cowardly sneaking—tell 'em the fact, right out, that we concluded the best best plan was to divide it into four parts, to be appropriated in this way: one quarter to the assumed stockholders; one quarter to lobby in Congress for land grab; one quarter to elect certain men in Wisconsin to help our schemes, who are now on their way to Washington: and the balance to be used for the purpose of trying to sweep and swindle the school funds of the state, (as we intimated in our London pamphlet) into our own nests and operations.

But, general, I fear its all over with us now—our London pamphlet which raised us so high and carried us so smoothly, for a season, is after all going to prove the instrument of our utter ruin —its the balloon in which we sailed so handsomely all over London; the *gas* we filled it with carried us safely amidst the foggy air in Europe, and over the sea; then we got our iron into the ship to sail for the states, it ballasted the craft well across the Ocean; but when our gas-buoyed balloon reached the brighter skies of the states, and sailed into the sunshine over the Capitol at Washington *they* at once began to see what it was —that our *fabric* was only *a cobweb in the air*, no real *land foundation*, that we was lighted only with gas and moonshine, and we begun feel that we was sinking, and that the stuff which held us up over Piccadilly, was'nt enough to keep us floating among them that knew us better; so while the people was ogling and laughing at us in our trembling, sinking state, the Ex-Governor let off his rocket into our gas-bag, which blowed us into nothing but *rags*; and we came down with a smash, when our huge ambitions and pretensions were all bitterly exposed, and we felt what a fall was there my countrymen" and was racked with all the crushing despair which withered poor cardinal Wolsey when he fell from the fame and fortunes of greedy ambition and enterprize, of seeking his own gain and advancement at the expense of honesty and the sacrifice of his country's interests.

JACK DOWINNG, Jr.
Downingville, Con.

☞ We are glad to hear that the statement that four sailors were drownded from the Brig *Olsander*, Tuesday, is unfounded. The hands are all safe, though one of them was somewhat hurt by the falling of the mast.—*Detroit tribune.*

The late Gale—Its effects at Chicago.

We condense from the Chicago *Tribune*, the following account of the losses of life and property at Chicago by the gale of Thursday:

The schooner Rocky Mountain, Capt. Stoker, came round the North pier about one o'clock yesterday noon, and missed the outrance to the harbor. She fell rapidly to leeward, when her anchor was let go, and she held on about fifteen minutes—commenced dragging very rapidly, and in less than one hour's time was along side of the breakwater of the Illinois Central Railroad. Immediately on striking, the crew, consisting of the Captain, mate, four seamen and cook, jumped on the breakwater, and from thence to the beach.—The sch'r was from Grand Haven, loaded with 80 000 feet of lumber, not insured. The vessel was a topsail schooner, about 12 years old, rafted at about $2,000, and was insured for half that amount in the Chicago Mutual Company.—In two hours from the time she went ashore, she was entirely torn to pieces.

The schooner Merchant, Captain Peter Christiansen, from Port Washington, with a cargo of wood, in attempting to come in, struck on the bar, beat over, and fell to leeward, letting go her anchors. Four men then went aloft to furl the topsail, and while on the yard the vessel wallowed in the trough of the sea, and fell over on her beam ends. The seamen on the yard fell overboard, and three were discovered to regain the wreck, but the fourth was never afterwards seen. The men came to the starboard bulwarks beckoning to the shore for help until she finally careened and went under. The beach was lined with people, and in a few minutes a life boat from propeller Illinois, and manned by Captains Mc Gill, Samuel Johnson, Samuel Scoville, and Joseph Napier, proceeded to the vessel. The sea ran mountains high, and the gallant boat was repeatedly filled with water. Although superhuman exertions were used, she could not reach the wreck, owing to the high sea and the fact that she had but three oarsmen. A second boat was in the meantime procured from the steamer Globe, and manned by Capts. Drummond Medley, Wiley, Osler, and John Ige, pulled for the sunken vessel. The wreck was soon reached, and Capt. Christiansen and two men taken from it—the balance (four or five) were lost. The Merchant was owned by O. D. Spaids, of this city, and was an old vessel, of but little value.

The schooner Arrow went head on to the breakwater at the foot of Washington street.

Her crew succeeded in jumping on to the breakwater, but the sea washed completely over them, and two were knocked off by its force into the space between the protection and the Railroad bridge, and drowned. They were probably exhausted by their efforts on board the vessel, and were unable to hold on to the spiles. The remainder of the crew (three in number) were saved. The Arrow was built at this port in the Spring of 1853, and was sold a month or two since to Benjamin Smith, of Grand Haven, for $3500. She was a fore-and-aft schooner, of about 80 tons burthen, and was commanded by Capt. Smith.

The brig Olive Richmond, Capt. Munroe, with a cargo of lumber from Grand Haven, drove against the breakwater. Her crew jumped on to the protection, and were saved. There were two passengers on board—a woman and her child. They were also saved, by a man jumping ashore with them in his arms. The Olive Richmond was quite an old vessel, built at Mill Point, valued at $2500, and was owned by A. H. Covert of this city. She was exclusively engaged in the lumber trade.

The schooner Maine, Capt. Foster, from Green Bay, with a cargo of lumber, attempted to come into port about 6½ o'clock in the evening, but missed the entrance by about half her length.—She was brought up into the wind, her anchors let go, and sails furled as quickly as possible; but she walked away with both cables, as tho' they were mere strings. The vessel drifted rapidly towards the breakwater, and when within about twice her length of it, at the foot of Monroe street, her foremast was cut away, with the hope of thereby preventing her from going ashore. The Maine was owned by L. Barber, Esq., of this city, and was a first class vessel, having been purchased by him during the Winter for $7,500.

We have the following further particulars from the Chicago *Press* of Saturday morning:

The schr. Maine struck the breakwater soon after midnight. All on board saved. The vessel was owned by C. Barber of Chicago, and Oscar Gray of Navatino. She was purchased by her present owners last winter for $7,000. She was insured for $6,000, equally in the Metropolitan, and Hartford Ætna Companies. She was loaded with lumber and shingles, which will all be saved.

Shortly afterwards, the schr. Lizzie Throop, struck. Her crew were brought off safely by Capt. Ashman of the schr. Challenge and Capt. Drummond of the schr. Wm. Jones, and after Joseph Tilley, Esq., arrived by Gilbert & Co.'s tug Challenge. She is valued at $4,500, and is thought to be not insured. Her cargo of lumber was consigned to Throop, Larned & Co., and will be saved, except what was on deck.

The Hayden is owned by D. A. Dickinson of Waukegan. She is valued at $4,000, and is insured in the Milwaukee Merchants' Mutual, to what amount is not known. Her stern is entirely broken off and she appears to be so perfect a wreck that she will probable be abandoned. She lies about 10 rods south of where she first struck. She had a cargo of lumber from Grand River for Throop, Larned & Co. It will mostly be saved.

The Merchant was commanded by Capt. Christiansen, who, together with two of his crew, Cornelius Gunderson and Charles Osbiornsen, were saved. Five were lost, viz:

Wm. Wilhelms, an Irishman about 28 years old. He has a wife and one child, living between Kinzie st. bridge and the railroad bridge on the east side of the north branch.

Louis Enderson, aged 19, and ——Skroder aged 20, both Norwegians, unmarried, and without relatives in this country. They came in company from Christiana, in Norway about year since.

Svend Aarsmissen, about 21 years old and unmarried. His father and family live in Rock Co., Wis., about ten miles from Janesville.

Gander Sorgrimson, about 45 or 50 years old. His wife and several children live in the city upon the West side.

The unfortunate brig Maria Hilliard succeeded in getting back into port again, leaking badly, and having thrown overboard 102 pigs of lead and 1000 bus. of oats.

The Relations of Greece and Turkey.

From the London Times, April 6th.

It causes us no surprise to learn that the diplomatic relations between the Ottoman Empire and the Kingdom of Greece have been broken off, and the Ministers respectively accredited by these States to Athens and to Constantinople have received their passports and taken their departure. We had, indeed, foreseen from an early period in this crisis, that the effect it must produce on the Christian and Mussulman races and Governments of the East is the most serious part of the question, and that such a contest would infallibly rekindle the animosities and revive the spirit which fought and won the battle of Greek independence thirty years ago, with the applause and encouragement of all the civilized nations of Europe. But the present state of war between Turkey and Russia, and also between the three protecting Powers of Greece, renders this whole question more than ever complicated and embarrassing. If war should come between the Ottoman Empire and the Kingdom of Greece, it will be assumed, that Greece is acting on the side of Russia in the greater contest, although Russia can afford to the Court of Athens no material support or protection. On the contrary, the two other protecting Powers, which are within reach of the shores of Greece, and can occupy any part of the Greek territory, are in positive alliance with Turkey, and at war with Russia. The Greek people, caring little for either their Northern or their Western Protectors, have taken counsel of nothing but their own love of independence and their hatred of the Turk; but, such is the excitement prevailing throughout the little kingdom on this question, that we believe a much more powerful and honest Government than that of King Otho, would have found it impossible to prevent its subjects from making common cause with the insurrection on the Turkish frontier. Yet, politically speaking, and in the present state of the relations of the Western Powers with the East, that insurrection is likely to prove mischievous to all parties.

Meanwhile, we learn from Constantinople that the concessions to the Christian population which have been made by the Porte, and which might, if made at an earlier period, have prevented much of this mischief, are ill-received by the Mussulman party, and have given rise to important changes in the Divan, even to the deposition of the Sheik-ul-Islam himself, who is the head of Turkish law and religion. Entirely approving, as we do, the spirit of these changes, and believing that it is essential for the existence of the Ottoman empire, and for the honor of its allies that they should be carried into effect, we are nevertheless, sensible that they are not calculated to lessen the fear and hatred which unhappily exist between the several races and religious subjects of the Porte, that they amount to a revolution in the institutions and social condition of the Empire.—That is the inevitable effect of the extraordinary state of things which the aggressions of Russia have produced for even the Powers engaged in the protection and preservation of the Ottoman empire, are aware that their objects can only be effected by a considerable change in its government and its laws. In the task they have undertaken, the most arduous part is to provide not only for the defence, but for the maintenance of authority and administration in such a State, and the internal difficulties with which this business is surrounded, are at least equal to the external dangers which have summoned our fleets and armies to the rescue of the Sultan's dominions.

Produce.—Messrs. Bafauff & Geizer have in store, at Potosi, Grant Co., 9,000 bushels of wheat, and 12,000 bushels of oats.

Large Fire in Broadway, New York—Ten Men Killed!

SEVERAL DANGEROUSLY INJURED.

Another large fire, involving a frightful loss of life, and destroying property to the amount of $90,000, occurred in Broadway last evening. It originated about 8 o'clock, in the clothing store of W. T. Jennings & Co., No. 231 Broadway, a few doors above the Astor House. So rapidly did the fire spread, that although the alarm was promptly responded to by the Fire Department, the flames rose high above the roof before any streams could be brought to play, casting a brilliant glare over the Park and lower part of the city. Some thousands of persons gathered in the vicinity; the Hose and Engine Companies arrived in quick succession, and soon the neighborhood became crowded. Despite the exertions of the firemen, the flames spread to the adjoining building, No. 233, the lower part of which was occupied by W. A. Batcheldor's hair dye and wig establishment. The roof of building 229 also caught fire.

It was while the firemen were straining every effort to prevent the flames from spreading to the adjoining build

VOLUME X. MILWAUKEE DAILY SENTINEL. NEW SERIES.

THE DAILY SENTINEL.

Rufus King, Wm. H. Watson & John S. Fillmore
PROPRIETORS
UNDER THE NAME AND FIRM OF
RUFUS KING & CO.

DAILY, - - - - - $6 per annum.
TRI-WEEKLY, - - - - 3 " "
WEEKLY, - - - - - 1 " "

Monday Morning, May 1.

"Hard Cyphering."

The Madison *Democrat* very properly entitles an article in which another lame attempt is made to find flaws in our table of the expenses made and authorized by the late Legislature.—After once denying that the bills for printing amounted to much over $10,000, it now confesses that over $16,400 was actually paid. Further, says the *Democrat*:

"To justify its erroneous estimate of $13,000, it says there is the whole vast amount of printing in foreign languages yet to be paid for. By looking over its own list of bills, it will see that this has been already provided for, and is not such "a vast amount" after all.

"By looking over our list of bills," we find that $500 was appropriated. Now if the *Democrat* really supposes that it can make the people believe that the printing referred to is paid for with $500, its faith in their gullibility must be unbounded. Let us take as a starting point the fact that $100 was paid to one firm for 1000 copies of the Governor's Message, a little pamphlet of 12 pages. The Legislature ordered in German, French, Welch, and Norwegian—besides a part in English—a number of copies—some 1500 to 3000 from each publisher (we have not the resolution at hand)—of the "Message and accompanying documents." These accompanying documents are as follows:

Secty of State's Report,	40 pages
Emigrant Agent's,	16 "
Treasurer's,	16 "
State Superintendent's,	104 "
Board of Regents',	30 "
Geological Report,	84 "
Deaf and Dumb Inst'n,	16 "
Blind "	20 "
Comptroller's Report,	8 "
State Prison Comm'rs Report,	12 "
Traveling Agent's "	6 "

The above all to be got up, in separate pamphlets, in different languages, and paid for at the rate of 16 cts. per 1000 for composition, 50 cts. per token for press work, and 5 cts. each copy for covers &c. How far the people will be deceived, we can't say, but printers cannot be.

The *Democrat's* paragraph, to which we have now replied, being a fair sample of its whole criticism, and our figures, we hardly think it worth while to examine its article further.

The Emigrant Agency.

In an article on this subject, a few days since, we cited the two laws of '52 and '53, providing for the appointment of Emigrant Commissioners, and took the ground, that under those laws the Governor had no authority to appoint Speaker Goss. So far we were right; but we overlooked a law passed in 1853, though not indexed which, taken with a statutory enactment, does confer upon the Governor the requisite authority. The law in question (chap. 31, General Statutes, 1853) provides that "there shall annually be elected by the Legislature a Commissioner of Immigration," who shall hold his office for the term of one year, &c. The Revised Statutes provide (chap. 21 § 5) that "whenever a vacancy shall occur, during the recess of the Legislature, in any office which the Legislature or the Governor, &c' are authorized to fill by appointment, the Governor, unless it is otherwise specially provided, may appoint some suitable person to perform the duties of said office for the time being."—Under these provisions, the appointment of Speaker Goss is doubtless valid and legal.

MILWAUKEE FEMALE COLLEGE.—In publishing the report of the Examining Committee of the Milwaukee Female College, on Saturday, the name of the Rev. W. W. ARNETT was, through inadvertence, affixed to it. Dr. ARNETT did not sign the report, for the reason that he was present during only one day at the examination; but he endorsed the following opinion on the back of the report, as drawn up by the other members of the Committee:

"Having been prevented by other engagements from attending the examinations in the Female Seminary, except on the last day, I take pleasure in stating that the examinations I witnessed on what day were alike creditable to the fidelity of the teachers and the diligence and proficiency of the pupils."

☞ The *Wisconsin*, quite unable to answer a single one of the charges we have made against Gov. BARSTOW, or to gainsay any of the statements we have made in regard to his proceedings, seeks to create a little sympathy for his innocent and injured Excellency by complaining of the Sentinel's "personal abuse." This is a mere feint, and will not impose now upon the *Wisconsin's* readers. We have not "abused" Gov. BARSTOW one tithe as much as *he* has the confidence of the People and the trust which they committed to his hands.

FINE BOAT BUILDING.—By our telegraph despatches we see that the propeller *Milwaukee*, Capt. Madden, owned partly by Gen. D. Dousman of this city, is the first vessel through to Buffalo having arrived there on Saturday. The propeller *Forest City*, also partly owned here, by T. S. Wetmore, had an even thing with the steamer *Globe* in being the first vessel to make its appearance here from below.

☞ The Madison *Journal*, after successfully assuming and refining a false charge of the Democrat's about Governor FARWELL's contingent expenses, turns the tables upon its antagonist in this wise:

"Only $5,000 per annum was appropriated to Gov. Farwell for contingent expenses, and of that he has drawn $4,531.61 for the year referred to. We shall see how much of Governor Barstow's $7,000 will remain unused. It takes considerable to maintain the balance."

EMIGRANT AGENCY.—Ex-Speaker GOSS was in this city on Saturday, on his way to New York to proceed to the duties of his office of Emigrant Agent there. He informed us that he had secured the services, as Deputy, of Mr. HERMANN G. [illegible] of this city, who is abundantly able to be very efficient aid to Mr. HORN, and, indeed was a prominent candidate for the first appointment to the office.

THE SOUTHERN WISCONSIN RAILROAD.—We regret to see that our contemporary of the Janesville *Gazette* is in an unhappy frame of mind with reference to the alleged union of interests between the Milwaukee and Mississippi and the Southern Wisconsin Railroads. It will neither help itself nor permit us to do so, and while we are with not knowing the "conditions" of the union, wholly refuses to enlighten our ignorance. It says flatly, however, for our especial information and reflection that "if an arrangement between the Companies) is hereafter consummated it will be wholly independent of their present relations." That is quite impossible. The "relations" are for the proposed union, on many terms and one "influence" is and will continue to be needed to attain that end. We think the proposed union all important to both roads and to all others, and therefore rejoice at its approach-[illegible] consummation.

THE WHEAT CROP.—A friend who arrived in this city Friday evening, and who drove from Fond du Lac to Watertown and thence to Milwaukee reports to us that he did not see on the whole route a single poor field of Winter Wheat. The fall sown grain looks well everywhere, and the spring crops have been pretty much well got in.

STATE EXPENSES.—The Madison *Democrat*, the regular organ, is improving. Its figures, pasted only eighty some time ago at about $163,000, have now reached $207,000. We have some hope of the *Democrat* yet.

New York Correspondence of the Daily Sentinel.

New York, April 24th, '54.

"Most potent, grave and watchful" *Sentinel*, can you withdraw your eyes from yonder far-off field, where civilization and barbarism marshal their mighty hosts for the rule of the eastern world; where Saxon and Frank charge beside the Moslem, against Cossack and Muscovite;—where Conquest and commerce don rare masks of Holiness and Magnanimity, "and steal the livery of Heaven, to serve" their passions? Or, can you close your ears a moment to the gentle rustle of the Southern breeze amid the palm-branches of the lovely Queen of the Antilles, who smiles so fair, so very fair upon the bosom of the sunny sea, and seems so near, so very near to the outspread fingers of our Uncle Samuel? If you can, mine ancient friend, and trusty frere, we will go a roaming through the streets of Gotham, where the same fierce fight of right against wrong goes on, as along the mighty Danube; where the sunshine smiles as fair into narrow lanes and haggard faces as that which brightens but cannot soften the planter's lash in the coffee-fields of Cuba.—Leave to Mrs. Jellaby the Borrioboola-gha, that benevolence which mourneth over Cossack lust, and Cuban tyranny,—at least until the children's faces are washed at home. And a famous washing that will be, which shall cleanse the neglected children of our Uncle Samuel.

Just now, Gotham is too busy "moving," to moralize overmuch. You may find carts in the crowded alleys, carts in the quiet courts, carts jammed up against curb-stones, carts jolting upper-tendom in its noon-tide drive; aristocratic carts with glossy steeds, bearing costly mirrors, wherein beauty basketh in the light of her own smile; democratic carts, with sturdy dogs, who trot as steadily with Hans' blue chest, and deal table, as though blue and deal were satin damask.

Woe is me, for the Arabs of the city! no building place, no house-tie, no love for this corner where grandmother's silver hair shone in the setting sun, or for that where baby braced itself for its first bipedal exploit—no bowed head passed the door through which went the best beloved to the stillness of the grave.

Men tell how, when the great plague raged, through the grass-grown streets of London rumbled the heavy carts, pausing where Death's red-cross signal glared, with the hoarse cry, "bring out your dead." And they brought them, young and fair, old and worn—the saint with her smile of peace—the sinner with his clutch of despair, whether the path that stretched behind them was bright with the blossoming of good deeds, or withered by the blasting of unrestrained hate—whether in the brown locks yet lingered the perfume of the orange wreath, or lay the first frosts of sorrow.

It was all one with the dead; all one it seemed to the living. So now, through the streets of Gotham, red signals are answered by ready *carts*, and from house-tops to cellar pour the dead household treasures; the baby-horse whereon the first-born rode through fairer fields, o'er smoother roads, than later life will bring him;—the high chair in which nurse tied the little blue-eyed sister, the first and last time she ever came to "the first table,"—poor baby,—whose blue eyes opened and closed with the violets. *They* were light and easily borne; but this dead form is heavier, and slowly, albeit carelessly, adown the stair-way men drag the ponderous chair.—It was heavier still a few short weeks ago, when the master of the mansion leaned wearily upon its cushions, watching the shadows gather closer round him—shadows of the night on which no light of time shall ever dawn. "Bring out your dead!" God help the people to whom such things *are* dead; to whom all these are so much wood, and hair, and linen; so much "rubbish" now that they are worn. Is it nothing, oh hard-eyed woman of fashion, nothing *who* wore them thus? Did the blundering porter strike only the bannister on his way down the stairs? Did his fest press heavily only the senseless floorings?

We may meet you by-and-by, in Broadway with the prettiest of widows' weeds; the loveliest of widows' caps, (your face is coral, Mrs. Leathe, and the style is very becoming,)—and no one of all your hundred friends shall be able to pick a flaw in your attire. Not a flounce, not a fold, parades its disrepect for your husband lately deceased. The bombazine is of the finest—the gloves, the smoothest—the folds of the long veil the gracefulest. You are very pretty, Mrs. Lethe, in your mourning for the heart that loved you,—*(and that broke)*—and you know it.—Pass on, pretty bobbin! The life-stream glides not always over golden sands, beneath summer skies; and the storm must gather, even for you. Pass on.

Oh, watchful *Sentinel*, is there no cause for fear when thus our homes lose the *poetry* of affection? for so I suppose they would call it on 'Change.—So the light, waving, trembling leaves may seem but the useless ornament of the stalwart tree, while all the time they are its lungs, reaching out for its life-breath. And how long will the life last, when the lungs are gone? Take up your lance for the good old time when the chair and the chimney-corner had a share of love—when "women were keepers at home," not stumpers abroad—when Fashion and Philosophy, (falsely so called) wretches that they are, had not eaten out the heart of human affection. And if your lance breaks against the brazen front of your foe, wheel, not for flight, but for another tilt *Nil desperandum!* And be the flower your casque above, the flower that *homely* hearts most love,—the

VIOLET.

For the Daily Sentinel.

A Few Hints for Farmers.

Messrs. Editors:

I wish, in a very few words, to call the attention of the Farmers of this state to the inducements now offered for the cultivation of Flax.—During the last season ten or twelve Oil Mills have been erected in this state, each of which will need from eight to ten thousand bushels of Flax Seed to keep it in motion. This will ensure at all times, a good demand for the seed. A Farmer told me that he bought *one* bushel of Flax Seed, a year ago, and sowed it. From that one Bushel he obtained *thirty* Bushels of good, clean seed (besides one bushel kept to sow this year) for which I paid him Thirty Dollars. Had he kept the seed a little longer I should have paid him $1.25 per bushel, which would have been $37.50 from one acre of land.

Flax Seed is now worth $1,25 per bushel, and likely to be high all the next season; and the straw is or ought to be worth as much as the seed. There will be Flax Mills built this year, that will make a demand for the straw, or fibre. I hope Farmers will profit by these few hints, and make their preparations to raise a little Flax, as well as Wheat, Barley, Corn and Oats. The time to sow Flax is from the 1st. to the 10th. of May.

A.

THE OAK SECTIONS.—The Marquette *Mercury* of the 17th inst, says:

"As near as we can learn, all the land comprising the odd sections—on the improvement strip—on which settlements have been made—remaining unpaid for, are now forfeited to the Improvement Company; and residents upon them are to treat with the Company if they wish to retain them.

This was what we conceived to be one of the bad features in the sale by the State, it left wide open the gate for tampering with the settlers upon those lands, who have been jailed heretofore, beyond endurance, from the malfeasance of Public Officers under a former Administration. The only remedy left for the settlers is to go to Green Bay and compromise with the Company.

The Even Sections will soon be advertised and after 90 days from the time of advertising, will be subject to proof and entry. The U. S. Land Office, at Menasha, has the disposal of the "Even Sections."

EMIGRATION WESTWARD.—A friend of ours conversed yesterday with a delegation of eight very intelligent gentlemen—a committee if three hundred families in Ashtabula Co., Ohio, who were on their way to Iowa to locate a township of land. As soon as the selection can be made these families will seek a home west of the Mississippi. From present appearance the Mississippi Valley will receive a larger addition of intelligent enterprising people than ever before.—We are glad to note these facts. There is ample room for millions more.—*Chicago Tribune.*

Jack Downing to R. J. Walker, on Rail Road Swindling and Land Grants.

Washington, (near the White House) }
April, 1854. }

Dear General Walker:

It is considerable time since we parted in Piccadilly, London, as you're bin hum to the States long afore me—but I've just arriv here, in the great capital, and find things so to wrongs that I set right down to write you about it, afore starting to go to the old homested down to Downingville. A party runs they've bin making of our railroad schemes; it looks like you've bet them foxy badgers Smith and Mary send you astray from your general honest unsuspecting purposes; and it seems that all our fine talk and big figures about the Valley Road and Land Grants, which so nicely woolled the John Bulls, and unpuckered their deep purses, has been blowed into parched leaves down here in Washington.

That slik *pamphlet* which you and me, and Smith figured up and got printed so sly, and kept so close, has been found out and got across the Ocean, and here it is; and whats more, some of the cute ones are getting it all printed by thousands; the type is already set up; and soon it will be scattered all over the West, Wisconsin, Illinois, and in Congress, thick as penny papers. What we said about great Wheat Crops, in our pamphlet makes em wink; but they will stare with their big eyes, when they read on page five, your declaration that "the *Company* have advanced their *own funds* to build the road," to the amount of several hundred thousand dollars: and then they'll open their eyes wider yet, when they read further in our pamphlet, that "the sum of 1,200,000 dollars has been actually subscribed to the stock"—and further, that "up to Sept., 1851, the sum of $235,000 had actually been paid in;" and up to November following, "enough more had been paid in to make the whole sum paid in over $300,000, while cash payments are still constantly increasing." Now, of course this will look kinder mixed to them badgers of the prairies, who had never hearn of such things to hum; and they dont know how easy it was to be writ on paper and printed in London, with them party big maps to back it up.

So you see it would a bin a good stroke if we could get all the pamphlets burnt up afore any on 'em got over here; I tried my pertiest, dear general, to git the last one, but its no use, for the types are all set, and it will soon all be out, and the game exposed to the whole people; and it will purty nigh be ruin to our names, as well as purses. But you know I told you that was going it too steep, and that honesty was the best policy; and that this operation would make terrible smash of the good name of Uncle Sam's old *national passer*. But you would not hear to your true friend, but went and took counsel of the crafty little badger who meant to feather his own burrow, at any rate, with the comfortable stuff.

And then when they read along further in our London pamphlet, on page 8, they find where we promise in our scheem to let the John Bull bond holders have large slices of the great Lands which we were to git from Congress and from *the State*, to aid this road; although we knew the State hadn't an acre of land to grant to railroads—but as they over there did not know to the contrary, we was safe in saying in our pamphlet (what a whopper!) that—"first, the State owns about 1,500 000 acres of land, of which it *is contemplated* that over one-half, or 900,000 will *be granted* to this road. The other grant *will come from the Congress* of the United States, upon the same principles as the 2,640,000 acres already granted by Congress to the road leading from the city of Cairo to the city of Chicago, in Illinois, including similar grants from Cairo to the Gulf of Mexico; and as *this road will be a continuation of that*, to lake Superior, no doubt is entertained but that a grant will be made to this road to carry it to its northern terminus." (Page 6.)

Now, General, while looking at these *large promises* of land, which we're making like big thinking of a distinguished feller, told of by the Bible in our Sandy School lessons, who promised great possessions of land, on a certain occasion, when Deacon Green says the poor devil didn't own a foot of land the day in question—as I heard sam[illegible] a travelling chaps talking about "our pamphlet," and that he was so sassy as to say they didn't believe there was a grain of truth in it—startin *part* of page 7, where it read that, "under these circumstances the company have determined *to sell only* 300,000 dollars worth of their bonds; and money being much more abundant in London than in New York, they would *prefer* to negotiate that amount here, (in London) believing that it *ought* to command *a considerable premium*!" For sure, that's a purty good rack, and showed you was cut out for a *national financier*, and how you baffled when the idee struck you! rather negotiate in London than New York!! You know Uncle Zeek allers said a cunning dog never tried to kill sheep near hum; and the knowin fisherman never offered sinkling fish along shore, where they knowed whet fish was; and so likes, these foxy badgers knowed better than to offer their trash in New York *where they was known*; and besides it would be under the eyes of the creditors, so they couldn't *sell their iron and pocket the money* for electioneering and speculations.

Agin, general, these meddling, talking, paying fellers in the rotundy went on reading our pamphlet, till they come to page 9, where it says—"the *Illinois Road* which unites with this, running from the southern boundary of Wisconsin to Chicago, thence to the western boundary of Indiana, *is controlled by the same Company*, which owns this *Wisconsin* road, and the two will be worked jointly." Here they looked around and thought Chicago and Illinois ought to be very thankful *to us* for so unexpectedly and easily relieving them of the task of building and controlling their own road.

But general, if there is some things that don't look truer than these should, in our pamphlet, we can quiet our consciences from a very *convincing show of fairness*, exhibited in the resolution passed by *our directors*, Sept. 12, 1851, which says "the amount of *stock paid up* at that time *was only* 235,000 *dollars*, and therefore our agent be instructed so to conduct the negotiation as to confine the amount *to be advanced by the bondholders, at present*, to that sum of 235,000 dolls, and to be *increased only* in proportion as additional stock is taken and paid for by the stockholders." "Stock paid up now exceeds 300,000 dolls, and payments are constantly increasing." (Page 21.) Now general, some are so suspicious as to wonder where and by whom, that resolution *was written*; but certainly we was very honest to resolve (that is our directors) not to draw on those foreish bondholders any faster than the stockholders paid up! yet I'll be bless'd some talk sich silly honesty, that we ought also to have looked out that some part, at least, of that 235,000 dolls, was subscribed by *responsible* men, and that some of it was *really paid up!* We understand how all that was done, and by whom; if we can only get the grand land grab, in Wisconsin, from Congress, we can make the thing smooth, and have dimes enough to defy 'em all, and face down their charges like a brass monument. Give us the money, and all is right; that's what makes the mare go always.

Yet, after all, general, that whapping certificate of wealth! which you published in favor of the directors of our company, did the business! and when those who know all about it come to see our pamphlet and deny the truth of the following, on page 26th, we can swear it was all a mistake of the printers, who have put in *millions* where we only meant *thousands*. "I am well acquainted with the gentlemen to whom is entrusted the management of the road, and have the highest confidence in their energy, *capacity* and *integrity*, and entertain no doubt but that the bonds will be punctually paid at maturity, and the interest as it falls due; the stockholders and directors of the company being worth in the aggregate SEVERAL MILLIONS OF DOLLARS, *and are now making the road as a profitable investment.* R. J. Walker, London Nov. 18th, 1851." (page 26.) If we can only get our bill for land grant through Congress before all is exposed, we should do well enough. But still, general, when we got to that pint—every thing all right *on paper*—the lands granted, the stock subscribed, the company endorsed for wealth and integrity! we were on "the high tide of go ahead," as old Shake-speare says, and "all our alarms buried in the deep bosom of the prairies," as the same great feller has it; and soon our iron would be in York; but as we had'nt any track laid, and didn't expect to have very soon, where would be the harm in making an honest turn and saving a comfortable penny?—so we sold most of the iron to the Michigan Central Railroad, and pocketed the chink, you know—and then the markets rose and made some sassy questions about this comfortable little transaction of ours.

And, general, we've felt mighty streaked about how we should get through this foggy, crooked affair, and how we could make some kind of passable show to those who bought our bonds, and expected us to *lay down that iron on our road* to keep good our promised securities, which we had so destroyed by selling the iron! there's the rub! But that was a good idea of yourn to get the land grant smuggled through Uncle Sam's Senate, afore the real state of affairs was seen; and we ought to be thankful to the generous tavern keepers, who trusted Capt. Smith and others of his sort to so much wine and good dinners for members and lobbys in passing good will for our cause; and how shall we pay 'em unless they take our bonds, as some of the bankers, and brokers, and lawyers have done? there's the National at Washington, the Irving at N. Y., the Capital House at Madison, and others, who have large bills against us, and they will better take a large pile, the balance of our bonds, and speculate what they can, for its likely they won't get nothing else—them fellers in Wall Street and other places squirm and kick mighty when they are called upon to bleed for us; I pay more instalments for lobbying and making some more tricks to get our bill through Congress, and when they see our pamphlet they'll swear like the army in Flanders.

You know our Captains A. Hyatt and John B. was run short of the chink and couldn't be treated if there landlords had'nt trusted them, and they ought to be paid; and the bonds would make 'em good waste paper and cigar lighters, and taking them seems likely to be the best thing they can do, now that the bonds have been put on our heads—and the scattering our pamphlet all over won't make matters any better for any of the parties concerned.

Still, we took fresh courage when the land grab was smuggled through the Senate, and the Wisconsin members of congress had all agreed to vote for it in the House; *then* it did seem impossible for any contrivance to get an opposition of 40 votes against it, and I felt keen enough, and went around bragging, and betting what paper money I had on the result, and so we kept stiff upper lips, you know, defying every body, till them rascally chaps, Walker, Noonan, Hobson, and King, came on and stepped into the House one day, while the bill was up; when from the sudden stir and dodging about, I saw at once there was trouble in the camp—it looked like some wes sean; and Senator Cutting's eyes flashed, and Lucien settled about in his seat, and lots of these honest ones looked liked if they had been deceived and was now put right, and was going to say so and go against our bill; but thinks I, what the devil has these fellers, who don't live in Wisconsin, any business to be so officious about *our* affairs, which don't concern them? but knowing the character of them who opposed us, I began at once to withdraw all my *money* bets, and put up my *bonds* in lieu, just to keep up appearance, and bieg on, knowing they cost nothing and was worth nothing, being given to me for lobbying, and telling those big yarns about your six-foot gage, the land grant, stock stories, &c: knowing if the bill was killed I should loose nothing in the bets, for the bonds were worthless, worse than Shylock's, calling for neither money nor flesh, but only trash.

After a few days of mowing excitement, while we hung like Uncle Zeek's cow in the tamarack mire between a sink and strangle, like a tree on her back pushing her clear under the wind, that sly, quiet Ex-Governor of Wisconsin happened in the House, and rolled a huge *rock* across our track, by his plain letter to the members, and it smashed up everything, worse than a tin-pail under a cart wheel, and so, thinks I, *farewell* forever to our bill for land grab; the felt it his duty to expose the fraud of the memorial under which they were working—he told 'em plainly it was a cheat, in its present form, (and they who used it knew so) prepared to deceive members unacquainted with the matter. He said, and the authentic records showed, that when the memorial passed the legislature of Wisconsin, there was an important amendment clause attached to it, but torn off by the rascals before it was brought into Congress—he proved, too, that it was never presented to him for the Governor's signature, as it should have been, but was secretly sent off to Washington with the amendment torn off, and without his knowledge or consent—that he will knowing he would not sign and send it away with the amendment thus torn off, which the Legislature passed by a large majority, and which has since again been passed by an emphatic majority.

But, dear general, the plot is blown up, and we are done for—what shall we do next? Some folks say we have off, dear *one good thing*—whether intended or not—in our financiering—they say we have struck one good blow against land-grabbing and land monopoly—that is, the exposure of our schemes and opperations has proved the injustice and impropriety of Congress giving away millions of the whole people's good lands to corporations and rich companies, to help the bankers and no-bobs wrong and oppress the poor laborer—when the latter ought to have them freely, in small quantities, to make their industrious homes upon; thus, our course, they say (though the Lord knows we didn't at mean any such good thing) has opened the eyes of some, exposed the swindling of others, and led members of Congress and the people to look and think well, before they vote that is the justice, and that will be the effect, of these bare grants, this defrauding and giving away what belongs to the whole people, to a few, to private companies, helping them to these public donations to vast power, which enables them to operate with great and unfair advantage over private enterprise; and they say, too, in the exposure of our doings, it may be seen that falsehood and swindle will be shortlived; and in every point of view, it is seen that the whole system, of giving away the public lands to companies and corporations in large quantities, instead of giving them to actual settlers, in small quantities for farms, is all wrong and unjust, and ought to be abandoned altogether by Uncle Sam—this the honest folks say we have clearly proved to all fair minds.

But they say, too, if we have thus *accidentally* done this good thing, we have bought that little credit at a mighty dear price, by sacrificing our credit abroad—and we have done serious injury to the credit and confidence of our business men, in foreign money markets, as now after, our tricky operations, foreign capitalists might properly look with suspicion upon Americans when they offer bonds for sale, and ask for negotiations abroad of any kind; but its effects will be less injurious as it is one of a very few cases, and the discredit must be limited, as the agents and negotiators, generally, from our side are upright, honorable men, so that this case is only an exception to to the general practice.

And here general, we may answer the question why we did not try to borrow money and negotiate our bonds in this country? You know we could *not* refer people *here* to our pamphlet for evidence of our claims to credit, for they and we knew the Valley road had no reliable basis, no bonafide stock; and that those who had put their names on pieces of paper and *called it stock*, had little money and less credit, upon which to borrow money in New York, which would make it and impossible or troublesome business here; besides the people in Wisconsin, and the country generally, would laugh outright if you represented to them that the *school lands*, of that state would be granted to making railroads, for they know the state has no such power, and never could have the slightest thought of doing any such ridiculous thing—they'd as soon expect them to turn the capitol into a grog-shop, as to support they would give the school lands to railroad speculators—the school lands are sacred to that object—and cannot on any account be diverted to any other purpose; but, you know, although we was sartin of this, we supposed they didn't know it in Europe; though now they know well, and so we could wool them, with the big figures and long certificates, in our pamphlet, intended only for the London market, not thinking the feasty thing would ever get across the ocean to confront and condemn us there, where our falsehood and frauds would be exposed—and its done! the worst is come! and its asked why we didnt *use* the iron we bought in England on *our* pretended road? and why we didn't *dare to sell it ourselves*, instead of employing two brokers in Wall street, and letting them make $70,000 in the transaction; and why we have diverted the funds from the road and destroyed even the appearance of security? Why, General, we can defy their inquisitiveness to tell 'em boldly, for brave reality looks nobler than cowardly sneaking—tell 'em the fact, right out, that we concluded the best best plan was to divide it into four parts, to be appropriated this way: one quarter to the assumed stockholders; one quarter to lobby in Congress for land grab; one quarter to elect certain men in Wisconsin to help our schemes, who are now on their way to Washington: and the balance to be used for the purpose of trying to sweep and swindle the school funds of the state, (as we intimated in our London pamphlet) into our own nests and operations.

But, general, I fear its all over with us now—our London pamphlet which raised us so high and carried us so smoothly, for a season, is after all going to prove the instrument of our utter ruin—this the balloon in which we sailed so handsomely all over London; the gas we filled it with carried us safely amidst the foggy air in Europe, and over the sea; then we got down into the ship to sail for the states, it ballasted in a craft well across the Ocean; but when our gas-bound balloon reached the brighter skies of the states, and sailed into the sunshine over the Capitol at Washington *they* at once began to see what it was—that our *fabric* was only *a castle in the air*, with no real *land foundation*, that we was lighted only with gas and moonshine, and we began feel that we was sinking, and that the stuff which held us up over Piccadilly, was'nt enough to keep us destine among them that knew us better: so while the people was singing and laughing at us in our trembling, sinking state, the Ex-Governor let off his rocket into our gas-bag, which blowed us into nothing but rags and we came down with a smash, when our huge ambitions and pretensions were all bitterly exposed, and we felt what a fall was there my countrymen is and was racked with all the crushing despair which withered poor cardinal Woolsey when he fell from the favor and fortunes of greedy ambition and enterprize, of seeking his own gain and advancement at the expense of honesty and the sacrifice of his country's interests.

JACK DOWINNG, Jr.
Downingville, Con.

☞ We are glad to hear that the statement that four sailors were drownded from the Brig *Oleander*, Tuesday, is unfounded. The bands are all safe, though one of them was somewhat hurt by the falling of the masts.—*Detroit tribune.*

The late Gale—Its effects at Chicago.

We condense from the Chicago *Tribune*, the following account of the losses of life and property at Chicago by the gale of Thursday:

The schooner Rocky Mountain, Capt. Stoker, came round the North pier about one o'clock yesterday noon, and raised the outrance to the harbor. She fell rapidly to leeward, when her anchor was let go, and she held on about fifteen minutes—commenced dragging very rapidly, and in less than one hour's time was on the side of the breakwater of the Illinois Central Railroad. Immediately on striking, the crew, consisting of the Captain, mate, four seamen and cook, jumped on the breakwater, and from thence to the beach.—The schr was from Grand Haven, loaded with 50 000 feet of lumber, not insured. The vessel was a topsail schooner, about 12 years old, valued at about $2,000, and was insured for half that amount in the Chicago Mutual Company.—In two hours from the time she went ashore, she was entirely torn to pieces.

The schooner Merchant, Captain Peter Christiansen, from Port Washington, with a cargo of wood, in attempting to come in, struck on the bar, beat over, and fell to leeward, letting go her anchors. Four men then went aloft to furl the topsail, and while on the yard the vessel wallowed in the trough of the sea, and fell over on her beam ends. The seamen on the yard fell overboard, and three were discovered to regain the wreck, but the fourth was never afterwards seen. The men clung to the starboard bulwarks beckoning to the shore for help until she finally careened and went under. The beach was lined with people, and in a few minutes a life boat from propeller Illinois, and manned by Captains Mc Gill, Samuel Johnson, Samuel Scoville, and Joseph Napier, proceeded to the vessel. The sea ran mountains high, and the gallant boat was repeatedly filled with water. Although superhuman exertions were used, she could not reach the wreck, owing to the high sea and the fact that she had but three oarsmen. A second boat was in the meantime procured from the steamer Globe, and manned by Capts. Drummond, Kelley, Wiley, Osler, and John Igo, pulled for the sunken vessel. The wreck was soon reached, and Capt. Christiansen and two men taken from it—the balance (four or five) were lost. The Merchant was owned by O. D. Spalds, of this city, and was an old vessel, of but little value.

The schooner Arrow went head on to the breakwater at the foot of Washington street.

Her crew succeeded in jumping on to the breakwater, but the sea washed completely over them, and two were knocked off by its force into the space between the protection and the Railroad bridge, and drowned. They were probably exhausted by their efforts on board the vessel, and were unable to hold on to the spiles. The remainder of the crew (three in number) were saved. The Arrow was built at this port in the Spring of 1853, and was sold a month or two since to Benjamin Smith, of Grand Haven, for $2500. She was a fore-and-aft schooner, of about 80 tons burthen, and was commanded by Capt. Smith.

The brig Olive Richmond, Capt. Munroe, with a cargo of lumber from Grand Haven, drove against the breakwater. Her crew jumped on to the protection and were saved. There were two passengers on board—a woman and her child. They were also saved, by a man jumping ashore with them in his arms. The Olive Richmond was quite an old vessel, built at Mill Point, valued at $2500, and was owned by A. H. Covert of this city. She was exclusively engaged in the lumber trade.

The schooner Maire, Capt. Foster, from Green Bay, with a cargo of lumber, attempted to come into port about 6½ o'clock in the evening, but missed the entrance by about half her length. She was brought up into the wind, her anchors let go, and sails furled as quickly as possible; but she walked away with both cables, as tho' their were mere strings. The vessel drifted rapidly towards the breakwater, and when within about twice her length of it, at the foot of Monroe street, her foremast was cut away, with the hope of thereby preventing her from going ashore. The Maine was owned by L. Barber, Esq., of this city, and was a first class vessel, having been purchased by him during the Winter for $7,500.

We have the following further particulars from the Chicago *Press* of Saturday morning:

The schr. Maine struck the breakwater soon after midnight. All on board saved. The vessel was owned by C. Barber of Chicago, and Oscar Gray of Navarino. She was purchased by her present owners last winter for $7,000. She was insured for $6,000, equally in the Metropolitan, and Hartford Fire Companies. She was loaded with lumber and shingles, which will all be saved.

Soon afterwards, the schr. Lizzie Throop, struck. Her crew were brought off safely—by Capt. Alderman of the schr. Challenge and Capt. Drummond of the schr. Wm. Jones, and Peter Johnson. This vessel was owned by Gilbert & Co. of Grand Haven, was valued at $4,500, and is insured for $3,000 in the Home Mutual. Her cargo of lumber was consigned to Throop, Larned & Co., and will be saved, except what was on deck.

The Hayden is owned by D. A. Dickinson of Waukegan. She is valued at $4,000, and is insured in the Milwaukee Merchant's Mutual, to what amount is not known. Her stern is entirely broken off and she appears to be so perfect a wreck that she will probably be abandoned. She lies about 10 rods south of where she first struck. She had a cargo of lumber from Grand River for Throop, Learned & Co. It will mostly be saved.

The Merchant was commanded by Capt. Christiansen, who, together with two of his crew, Cornelius Sundeson and Charles Osbiornson, were saved. Five were lost, viz:

Wm. Wilhelms, an Irishman about 28 years old. He has a wife and one child, living between Kinzie st. bridge and the railroad bridge on the east side of the north branch.

Louis Anderson, aged 19, and ——Skroder aged 20, both Norwegians, unmarried, and without relatives in this country. They came in company from Christiana, in Norway about year since.

Grand Aarsminsen, about 21 years old and unmarried. His father and family live in Rock Co., Wis., about ten miles from Janesville.

Gunder Sorgrimson, abnt 45 or 50 years old. His wife and several children live in the city upon the West side.

The unfortunate brig Maria Hilliard succeeded in getting back into port again, leaking badly, and having thrown overboard 102 pigs of lead and 1000 bus. of oats.

The Relations of Greece and Turkey.

From the London Times, April 6th.

It causes us no surprise to learn that the diplomatic relations between the Ottoman Empire and the Kingdom of Greece have been broken off, and the Ministers respectively accredited by these States to Athens and to Constantinople have received their passports and taken their departure. We had, indeed, foreseen from an early period in this crisis, that the effect it must produce on the Christian and Mussulman races and Governments of the East is the most serious part of the question, and that such a contest would infallibly rekindle the animosities and revive the spirit which fought and won the battle of Greek independence thirty years ago, with the applause and encouragement of all the civilized nations of Europe. But the present state of war between Turkey and Russia, and also between the three protecting Powers of Greece, renders this whole question more than ever complicated and embarrassing. If war should come between the Ottoman Empire and the Kingdom of Greece, it will be assumed, that Greece is acting on the side of Russia in the greater contest, although Russia can afford to the Court of Athens no material support or protection. On the contrary, the two other protecting Powers, which are within reach of the shores of Greece, and can occupy any part of the Greek territory, are in positive alliance with Turkey, and at war with Russia. The Greek people, caring little for either their Northern or their Western Protectors, have taken counsel of nothing but their own love of independence and their hatred of the Turk; but, such is the excitement prevailing throughout the little kingdom on this question, that we believe a much more powerful and honest Government than that of King Otho, would have found it impossible to prevent its subjects from making common cause with the insurrection on the Turkish frontier. Yet, politically speaking, and in the present state of the relations of the Western Powers with the East, that insurrection is likely to prove mischievous to all parties.

Meanwhile, we learn from Constantinople that the concessions to the Christian population which have been made by the Porte, and which might, if made at an earlier period, have prevented the rise of this mischief, are ill-received by the Mussulman party, and have given rise to important changes in the Divan, even to the deposition of the Sheikul-Islam himself, who is the head of Turkish law and religion. Entirely approving, as we do, the spirit of these changes, and believing that it is essential for the existence of the Ottoman empire, and for the honor of its allies that they should be carried into effect, we are nevertheless, sensible that they are not calculated to lessen the fear and hatred which unhappily exist between the several races and religious subjects of the Porte, that they amount to a revolution in the institutions and social condition of the Empire.—That is the inevitable effect of the extraordinary state of things which the aggressions of Russia have produced for even the Powers engaged in the protection and preservation of the Ottoman empire, are aware that their objects can only be effected by a considerable change in its government and its laws. In the task they have undertaken, the most arduous part is to provide not only for the defence, but for the maintenance of authority and administration in such a State, and the internal difficulties with which this business is surrounded are at least equal to the external dangers which have summoned our fleets and armies to the rescue of the Sultan's dominions.

PRODUCE.—Messrs. Bafauff & Geizer have in store, at Potosi, Grant Co., 9,000 bushels of wheat, and 12,000 bushels of oats.

Large Fire in Broadway, New York—Ten Men Killed!

SEVERAL DANGEROUSLY INJURED.

Another large fire, involving a frightful loss of life, and destroying property to the amount of $90,000, occurred in Broadway last evening. It originated about 8 o'clock, in the clothing store of W. T. Jennings & Co., No. 231 Broadway, a few doors above the Astor House. So rapidly did the fire spread, that although the alarm was promptly responded to by the Fire Department, the flames rose high above the roof before any streams could be brought to play, casting a brilliant glare over the Park and lower part of the city. Some thousands of persons gathered in the vicinity; the Hose and Engine Companies arrived in quick succession, and soon the neighborhood became crowded. Despite the exertions of the firemen, the flames spread to the adjoining building, No. 233, the lower part of which was occupied by W. A. Batcheldor's hair dye and wig establishment. The roof of building 229 also caught fire.

It was while the firemen were straining every effort to

VOLUME X. MILWAUKEE DAILY SENTINEL. NEW SERIES.

Milwaukee Daily Sentinel.

BY TELEGRAPH.

BY SPEED'S LINE.

Reported for the Sentinel.

New York, April 29th.

We understand that among the passengers by the *Arctic* to-day is E. C. Benedict, President of Board of Education of this City, and Dr. Bedford, Professor of the N. York University. Mr. Benedict will attend the Convention to promote Education which meets in London on the 28th of May.

Harrisburgh, April 28th.

Courtland, who is on trial for murder, was yesterday convicted of murder in the first degree.

New York, April 29th.

The Funeral of the victims of the Broadway Calamity takes place to-morrow. The Ericsson remains in same position, perfectly straight, with her upper deck just a der water. A number of small Steamers are employed about her. The storm continued throughout the day.

The Baptist church on 3d Avenue was completely demolished.

Vessels were torn from their moorings and drifted off.

A large three story brick candle factory on East Rock Point, occupied by American Candle Co was damaged to the extent of $10,000.

Boston, April 28th.

The U. S. Barque Bancroft, arrived from Glasgow to-day, fell in with a boat containing Capt. Mansfield and 12 men, survivors of British Barque Beaufort which vessel sprung aleak and was capsized on 6th inst. in Lat. 38—Lon. 63. Wm. Lowell Carpenter, Mr. Fish and a sailor were drowned.

Trenton, N. J. April 29th.

Jas. Clough was executed in the Jail yard within town this morning.

Buffalo, April 29th.

We have experienced a severe gale of wind and rain since yesterday; this morning it has been snowing.

The Propeller *Milwaukee*, the first vessel from Chicago this spring, came in during last night.—She reports very heavy weather all day yesterday. The *Propeller Republic* came within 40 miles of Buffalo, yesterday, but was driven back by the storm and made Fairport, where she remained until last evening. She put in here this morning and remained at dock until storm abated, and left at noon for Tonawanda.

The propeller *New England*, which left Cleveland on Thursday, was compelled to seek shelter at Fairport, where she remained until last evening, and then came on here. She left at 1 o'clock for Tonawanda.

A large number of sail vessels are due here, but all kept back by head winds.

Phila., 29th.

The storm has continued throughout the night Mr. Hinchman's Silk Strong factory on Cherry St. was badly injured.

Baltimore, 28th.

Ex-Pres. Fillmore was received at Charleston yesterday with great cordiality.

Halifax, 29th.

The Steamship America from Boston for Liverpool did not arrive here until 3 this P. M., having experienced very rough weather.

WASHINGTON, April 28th.

Sidney Webster, the President's private Secretary, left him this evening for the North, on important business connected with the Government.

ALBANY, April 29.

Freshet in River still continues. The water has risen steadily during night. The docks are submerged, and cellars in Broadway are inundated to the depth of 5 feet. A burglar who attempted to enter a house on Beaver St., was shot last night, but succeeded in escaping.

Private Despatch to the Sentinel.

The Gale on Lake Erie.

Detroit, 29th.

Capt. Lundy of the *Bay City* states that he had never seen a more violent gale on Lake Erie than that which blew from the north-west on Thursday night. He reports that the *Indiana* was driven on the piers at Cleveland, and that a vessel was ashore at Vermillion, but did not know her name. A large fleet of vessels under the lee of Cunningham's Island, waiting for the wind to change. The *Luby*, from Port Huron, which was due, had not arrived here last night.

It is proposed in Massachusets to form a Joint Stock Company with very large capital, for the purpose of promoting emigration to Nebraska, to keep slave labor out by carrying free labor in. The practical features of the scheme have not yet been made public, but the proposition meets with favor among a practical class of men, and appears to be taking a definite shape.—*Courier and Enquirer.*

Capital "Yankee notion," and one that will work admirably. Let it be carried out by all means, for if Congress fails to maintain the "Missouri Compromise," these "Settlers" will take care of their own Freedom.—*Albany Journal.*

[*Published April 22, 1854.*]

AN ACT to divide the second and third judicial circuits and organize the ninth judicial circuit, and to fix the time of holding the circuit courts in the counties of said respective circuit.

The People of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

Section 1. From and after the first day of January, in the year eighteen hundred and fifty five, all that portion of this state included within the counties of Sauk, Jefferson and Dane, shall constitute and be a separate judicial circuit, and to be known and designated as the ninth judicial circuit, and all the portion of this state included in the counties of Milwaukee and Waukesha shall continue to be the second judicial circuit, and all that portion of this state included in the counties of Columbia, Dodge, Marquette, Washington and Ozaukee, shall continue to be the third judicial circuit.

Sec. 2. The terms of the circuit court in the several counties of Sauk, Jefferson and Dane, after the organization of this said ninth judicial circuit, shall be holden at the time following, (to wit:) In the county of Sauk, on the first Monday in February and first Monday in September, in each year. In the county of Jefferson, on the second Monday in March and second Monday in October, in each year. In the county of Dane, on the first Monday of April and first Monday of November in each year.

Sec. 3. An election shall be holden in said ninth judicial circuit, for the election of a judge of the circuit court thereof in the several counties and precincts in said district, on the fourth Monday of September next. Such election shall be conducted and the votes canvassed in the same manner as at general elections for state and county officers. The inspectors or judges of said election shall make returns thereof to the clerk of the board of supervisors of their respective counties, immediately after the same are canvassed, and the said clerks of the board of supervisors shall file the same in their offices and forthwith transmit a copy thereof to the governor of this state.

Sec. 4. On the second Monday of November next the governor, together with the Secretary of state and state treasurer, shall proceed to canvass said returns, and the person having the highest number of votes for said office, cast in said circuit, shall be the judge elect of the said ninth judicial circuit, and the governor shall transmit to the person so elected a certificate of his election under the seal of the state, and in case there should be a tie the governor shall forthwith proclaim the fact, and order a new election in said circuit.

Sec. 5. The judge elected, before he enters on the duties of office, shall take and subscribe the following oath, "I do solemnly swear (or affirm, as the case may be,) that I will support the constitution of the United States and the constitution of the State of Wisconsin, and that I will administer justice without respect to persons, and will faithfully and impartially discharge the duties of the office of judge of the circuit court of the state of Wisconsin, according to the best of my ability." Such oath or affirmation shall be duly certified by the officer administering the same, and by said judge filed in the office of secretary of state.

Sec. 6. Said judge shall enter upon the duties of his office on the first day of January, in the year eighteen hundred and fifty five, and shall hold his office for the term of six years, and until his successor is elected and qualified. He shall have all the powers and jurisdiction conferred upon other judges of the circuit courts of this state, and shall perform like duties, receive like compensation, and have the same rights and privileges.

Sec. 7. This act shall take effect from and after its passage and publication, and the secretary of state shall forthwith transmit a copy of the same to each of the clerks of the circuit courts within the second and third judicial circuits.

Approved April 1, 1854.

WILLIAM A. BARSTOW,

NEW ADVERTISEMENTS.

HARPER FOR MAY, at ARNOLD & WILSON'S.
myl

NOTICE.

THE PARTNERSHIP heretofore existing between the undersigned, has this day been dissolved by mutual consent.

Mr. RANDALL has associated with himself Mr EDWIN L. BUTTRICK, late of Oshkosh, and they will continue the practice of the law at Milwaukee, under the style of "RANDALL & BUTTRICK."

FRANCIS RANDALL.
BURR W. GRISWOLD.

May 1st, 1854. myl4dt

RANDALL & BUTTRICK,

ATTORNEYS AT LAW, LUDINGTON'S BLOCK, EAST WATER ST. Milwaukee.

F. RANDALL, E. L. BUTTRICK

myl6dtf6mo

THEATRE!

YOUNG'S HALL.

LANGRISHE & ATWATER. - - MANAGERS

Monday Evening, May 1st,

Will be presented Sir Edward Lyton Bulwer's play in 5 Acts of the

LADY OF LYONS,

—OR—

LOVE & PRIDE.

CLAUDE MELNOTTE,.....MR. ATWATER.
PAULINE DESCHAPPELLES,....MRS. LANGRISHE.

SONG,.....LANGRISHE.

To conclude with the LAUGHABLE FARCE of

NATURE AND PHILOSOPHY.

COLIN,.....MRS. LANGRISHE.
GERTRUDE,.....MR. McKIBBIN.

Tickets—Parquette 50 cts, Gallery 25 cts.

LIST OF LETTERS

REMAINING IN THE POST-OFFICE AT MILWAUKEE, MAY 1, 1854.

Extract from the Laws of the U. S.

SEC. 5. *And be it further enacted*, That lists of letters remaining uncalled for in any Post Office in any city, town or village where a newspaper shall be printed, shall hereafter be published once only in the newspapers which being issued weekly or oftener, *shall have the largest circulation within the range of delivery* of said office.

The Post Master General has appointed the following Rules and Regulations under the above provisions:

1. When the gross receipts of the Post Office for the then next preceding quarter shall not have exceeded $500, the Post Master shall advertise such uncalled for letters once in six weeks only.

When such gross receipts shall have exceeded $500 and not have exceeded $1000, the P. M. shall advertise once a month only.

When such gross receipts shall have exceeded $1000, and shall not have exceeded $7500, the P. M. shall advertise twice a month.

And when such gross receipts shall have exceeded $7,500 the P. M. shall advertise once a week.

☞ Persons calling for letters advertised below will please say "THEY ARE ADVERTISED."

Arnold John F	Garbish George	McGarry Edward	
Abraham Henry	Gardner Thomas	McNamara John	
Arnold Benjamin	Gale Thompson P	McCarty Dennis	
Ayre W H	Greenfield Marsh	R	
Allen George	Griswold P 2	Ran Benjamin	
Alden Ellen n or	Griswold Edward	Raymond Polly	
Alden & Watkins	Gregg Fanny	Raleigh Francis A	
Atwood George	Greata John	Miss	
Adams Elizabeth	Griffin Mary	Randall Wm 2	
Allen Richard	Gregg Hugh	Raymond John E	
B	Grennell Charles	Rogers C K	
Blackman Saml H	Grennell Charles	Rishon Mary	
Bynn Dr S	Gregg Mary	Rowe David	
Bram Daniel 2	Grant Samuel	Reed Chester	
Byam Dr D	Guern James	Robins B J	
Bryant Sherburn	Greany Dennis	Robinson Edwin	
Bryant Chris	Hawley Henry	Reynolds Joseph	
Bradley Kate D	Hanley Catharine	Reynolds George F	
Burke Michael	Haskell Herman E	Reynolds Edward	
Burnham Warren	Greenwold Martin	Reeves Vincent	
Burns Nicholas	Hamilton J	Russell Asa	
Burns Elizabeth J	Hayden John	Ryar Miles	
Burns William	Hahoran Patrick	Ryan Martin	
Burrell M L 2	Hanks Amos	Russell John	
Brooks John A	Han om A H	Reely Simon	
Brand George	Hanson E	Riley William	
Brooks W F	Harison Forster	Rumble Fight	
Brownell P G P	Harwell Mary M	Rummell Asa A	
Bright Mary A	Hartman James	S	
Baker D H or J	Harphey & Co	Smith Georgia Y	
Mathews	Harrison Amies	Smith Hannah R	
Bain William	Hart Susan or	Smith Henry	
Baldwin Peter M	Kleja Byene	Smith Joseph	
Baker Miss L L	Harper John	Smith Summer C	
Baldwin George	Hard C	Smith Sophia	
Baker Charlotte	Hett F W	Smith Charles	
Baker George	Henry L W	Smith Cuniquada	
Barber Alonzo N	Henderson Agnes	Mrs	
Baker Lavina S	Hurley Mary	Smith Hannah A	
Ball A B	Hutcer J	Smith D	
Bellows John O	Hughes William	Spees John	
Berney Thomas	Holden Robert	Snydam J P	
Beck Jacob	Haughwout J	Spencer George R	
Benton E R	Healy Jere	Spaulding Francis	
Bellows Lucy	Healy Thomas	Silz Gideon	
Binks Samuel	Hopkins	Scott Adam	
Birchell Mary	Hoonsholder Henry	Squiers Amos	
Bigalow Jonathan	Holmes John	Spice Eliza	
Bills Samuel 2	Hoonz William	Spooler Mary Miss	
Bowld and Elizabeth	Hoke David	Stanley David	
Bohan Thos M	Hilton Henry S 2	Stanley Francis	
Bower George F	Hitchcock John	Shannaughandamus	
Bowen Mr	Helie Harriet	Slyger Alfred L	
Barker David	Hinkley E 2	Slaton C	
Boyers Jerome	I J	Sarrard John P	
Bonnell Augustus	Ives Frederick	Simpson John	
Butills William F	Jones E W	Sir Sidney Conrad	
Burk Frank	James Charlotte F	Shaughlun James O	
Brown Carolina F	Jones William	Strong Moses M	
C	Johnson E A	Strong Page & Co	
Candero John	Johnson Jacob	Stephens John C	
Capron C	Johnson Thomas	Strong E H	
Case Orson	Jelton Wm	Stone J R & Co	
Canfield Rufus	Johnson Silas	Stewart Alex	
Cash Amos	James E	Stone H	
Campell Thomas	Jackman A D	Sadler Jo an	
Capstack E	Jensen A F F	Stone Matthias	
Carey Caroline	Jimerson John	Story Wm	
Carr Edward	K	Staples Marion Miss	
Carpenter T	Kellogg Henry M	Shawsey Sarah Mrs	
Carr Caroline A	Kenelly James	Shield Calvin C	
Conner Michael	Kennedy Dan	Shaw Lemuel	
Conant John B	Kelly David	Sherwood Myron	
Conley Jacob J	Kavanagh Henry	Sackette Equire	
Conroy John	Kent Milton	Sager John	
Cullin Hugh	Kemp T	Sanford Thomas	
Coney Eliza A	Kennedy Hugh	Starkey Wm C	
Cook Mahalaq	Kirk John	Sullivan Jo	
Cole Mary Frances	Kimball A S 2	T	
Cowley Hiram C W	Kingston William	Taft Susan P	
Cowlishaw Mary J	King E L	Tanner Benjamin 2	
Cowles William	L	Taylor William	
Cockfield Henry	Lathrop Elisha	Thurley Sarah Ann	
Cox Harry	Lang Mary	Tidd Amanda M	
Cox Chester	Lawrence Henry A	Tenant Laura A	
Comp Nelef	Lantry John	Timms Ann L	
Conley William	Landon R G	Townsend Charles S 2	
Cook Rufus P	Leigh James	Todd Robert C	
Cooper Capt	Lantry John	Tosey Rose	
Chapman Daniel	Lawrence Margaret	Townsend Eliza Ann	
Caseday James Gallup	Lee W H	Teplit J B & Lady	
Chapin Oramel	Lee William G	Tobey Artis Maria	
Childs Sarah S	Lee H B	Towers Lewis 2	
Chandler Darwin F	Little B	Towle James	
Craig Monsserr	Little J	Townsend Edward	
Crane Charles C	Lewis Maria	Trowbridge Edward	
Cross Henry	Litton Thomas	Trowbridge Luther	
Cleis M F	Miner Aaron	Trow Mrs Rhoda	
Culver Dwight	Leaningood Mrs	Trow Mrs Rhoda	
Curren M D	R	Trowbridge J C	
Clayton Tuchenish	Lockwood S	Thompson Alex	
Clouse Nathan	Long James	Thompson William H	
Carthey Saudy M	Lora Anna	Thos a James	
D	Lorey Mr	Thomas Augusta	
Davison Caroline	Lyman Thomas	Turch James	
Day Surney	Loyd Kate	Thompson Julia A	
Davis Margaret	Loring James	Thompson Ellen F	
Davis Cornelius	Lockwood S L	Tarbox J L	
Darling Nelson	Lynch Barnard	U	
Dawley John T	Leary Humphrey	Velti Harriet	
Davis Rebecca	M	Vinton Samuel	
Dain Mary	Mather C W	W	
Daynow William	Mather Miles W	Watson Wm T	
Dix Nathan B	Matson Mary E	Wallace F M	
Dickson Andrew	Marcus John	Watson E	
Dabonoy John	Mahan Michael	Watt Giles A	
Dick J	Miller John Is	Warden Clarissa C	
Dodge Henry	Mayer Charles	Walsh Edmond	
Dorfor John H	Miller John Major	Walsh Peter	
Dooling James	Mitchell Mr	Walsh John	
Durfee Wm Ray	Mitchell Margaret	Weld Catharine	
Duffy Michael	Miller & Co 2	Mrs	
Dunn R	Miller William W	Watson Elizabeth	
Dunn Mathew	Mitchell Joseph	Miss	
Darby Hiram	Mead Peter	Walker Hiram	
De Wolf Edwin	Meloy Jane	Waterman A P & D	
Dreyse Philip	Millard William	Weatherhead Johan	
Drought George	Mitchell Col Alex	Weeks Louis	
Dumas A	Morgan Lyman	Weeds Louis Mrs	
Duffey Huch	Moore Charles	West Edward	
Drake Henry	Mullen Mrs M	Wenkler Catharine	
Duffy James	Munn Ellen	Wood Wm	
E	M gatt G H	Webb George	
Edinedge S Smith	Murray John	Wentworth Wm	
Evens Charles G	Martin Caroline	Williamth A W	
Elliot Ellen	Marlon George	Wicker Lewis	
Ellis George	Martin Mrs E	Wilds Geo A	
Ellsworth H	Martin W J 2	Wilson Henry C	
Ellsworth Frederick	Mason Matthew	Wallpo Jas S	
F	Marsh A F	Watsonhlan Miss	
Fail P C	Mollelland Mrs J	Wood Wm	
Farnsworth Elmer	McCarthey Nicholas	Whitley N S	
Fenning Thomas H	McClum Ellen	White Alonzo B	
Farrell John	McFadden Albert	Wheelon Ellen Miss	
Faulkner S S	McMahon Thomas	Whitney Daniel	
Folsom Enos Z	McEven Joseph M	Wheln Jas	
Foster Nancy E	McNamara Thos	White Cyrus A	
Foote Christian	McLaughlin Patrick	Williams T H	
Fingerald Elizabeth	McHugh John	Williams H	
Foltz Michael	McKnight Mary	Williams Charlotte	
Fitz Patrick Eliza	McKay William	Williams Chas S	
Foster Ambrose	McEasy John		
Frell Joseph D	McPherson R C	Young John	
Flanagan Thomas	McFadden Cathr'eSt. Joseph Fron Co.		
Folch Lucas M	McPherson Robert	Agent of Thomp	
Fruteigle Michael	McKey Martin	son's Express	

JOSIAH A. NOONAN, P. M.

THE BANK OF COMMERCE,

ON THE SOUTH-WEST CORNER OF EAST WATER and Michigan Streets, will attend to making Collections, and doing other Banking Business. It has connected with it

A SAVINGS DEPARTMENT,

For receiving Deposits, on which Interest will be paid according to regulations of said Bank.

G. W. PECKHAM, President.
J. S. COLT, Cashier.

DIRECTORS:

JAS. H. ROGERS,
G. W. PECKHAM, } Of the late firm of Peckham & Colt,
J. S. COLT, } Albany, New York.

Milwaukee, April 27, 1854. ap28-3mo

DRIED FRUIT.

20 TONS APPLES AND PEACHES, (Ohio Fruit,) just received and for sale by
ap29 KELLOGG & STRONG.

NOTICE TO LIQUOR DEALERS.

NOTICE is hereby given to all parties dealing in "Vinous, Spirituous or Fermented Liquors," and who have not obtained License for the vending of the same in accordance with the ordinance on that subject, passed April 3d, 1852, to call at the office of the City Clerk, and obtain licenses, as the undersigned will proceed on and after the first day of May next, to prosecute all parties not complying with the provisions of the aforesaid ordinance. Parties holding treasurer's receipts for payment of License money, will please call and deliver them to the City Clerk, and obtain licenses therefor. No licenses will bear date earlier the first day of May 1854. JOHN MITCHELL,
April 27, 1854. ap29-dtmy1 City Marshal.

MY STOCK has been brought all the way by Railroad, in advance of my neighbors, with a view to supply all who are out, with a general assortment. Call at the sign of the Big Giant and see for yourselves.
ap27 J. ROONEY.

NEW HORSES.—Mr. Stevens, the enterprising and gentlemanly proprietor of the Capital House, has purchased and brought to this place over $3,000 worth of fine horses, for the accommodation of the riding and travelling public. The lot includes several good saddle horses for ladies, buggy horses, &c. His friends cannot do better than to give him a call.—*Madison Democrat.*

Perfectly Disappointed.

WE had until of late considered the days for sailing and of course for buying Patent Medicines past, and that the new era in Medicine must great the world's fevered inhabitants. But we give it up, Dr. A. L. Adams' Liver Balsam is talked of more, used more and creating greater sensation than any other Compound before the public, and should not this be the case? It is positively producing more cures than any other Medicine now extant. It is an ostensible fact that this Medicine is as good for what it claims as a Warrantee—and we are yet to learn of the first failure in what it claims to do. We pledge ourselves that there is no humbug about it. See the testimonials in this paper.

☞ See Advertisement in this paper.

Proclamation.

KNOW ALL MEN BY THESE PRESENTS, That the Mexican Mustang Liniment is Balm for every Wound, a cure for Rheumatism, Neuralgia, Lumbago, Sciatica, Salt Rheum, Tetter, Piles, Scald Head, Caked Breast, Sore Nipples, Sore Shins, Burns, Scalds, Ulcers, Gout, Stiff Joints, Bruises, Cuts, Chafes, Galls, Spavin, Split, Ring-Bone, Sweney, Sores, Scratches, Poll Evil, Hard Lumps, or Tumors, and all kinds of Pains or Inflammation, in Man or Beast.

See advertisement in another column.

Holloway's Pills, the Best Remedy for the Cure of Dropsy—Extract of a letter from Mr. F. Williams, dated Medford, March 1, 1852.—"To Professor Holloway.—Sir,—Feeling grateful for the benefit my wife has derived by the use of your Pills, I consider it my duty to inform you of it. Soon after the birth of her last child, her feet and ankles began to swell, and afterwards her whole body, strongly indicating dropsy, this occurred at the turn of life. I obtained the best medical advice but her health continued to decline. I then tried your Pills, which I am happy to say have restored her to sound and perfect health."

1854.

CITY REAL ESTATE OFFICE,
156 East Water Street.
ESTABLISHED 1849.

D. G. POWER,

Money and Real Estate Broker,

OFFERS FOR SALE OVER

1,000 Lots in Milwaukee!

COMPRISING Lots on East Water Street, with and without Buildings, River Lots on West Water Street, Erie and South Water Streets, choice Lots with and without Residences, Acre Lots, in Rogers' Addition, Low Priced Lots, on which small payments can be made, Lots for Speculation, Lots from 2 to 40 Acres in and adjoining the city, Timbered Land from 3 to 6 miles from Milwaukee. All of which will be sold on REASONABLE TERMS.

The Subscriber has the Agency of over

600,000 Acres of Choice Land!

In Wisconsin, comprising Farms of every size and stage of Improvement, lying in every County in the State, which he is authorized to sell at $1.50 per acre and upwards—These lands are located contiguous to the principal Cities and Villages in the State. Also in the rich valleys of the Fox, Wisconsin, Rock, Wolf, Baraboo and Mississippi Rivers.

Money to Loan on Real Estate Security Stocks, Shares, Bonds & Mortgages, &c.

BOUGHT AND SOLD,

Land Warrants, Bought, Sold & Located,

Taxes Paid,

AND TAXES SETTLED UP

In any County in the State.

Capitalists and Strangers

Coming to Milwaukee with a view of making investments, for speculation or otherwise, will find at the office of the subscriber a LARGE MAP OF MILWAUKEE, which shows the Size, Letting and Filling, &c., required of each Lot.

LARGE MAPS OF WISCONSIN,

Which shows the Prairie Openings, Timber, Marshes, Streams, Valleys, &c., so that the location and quality of the land offered for sale can be seen.

State, City and County Government Plats open to the Inspection of the Public. A Pamphlet giving the Prices of Improved and Wild Land in each County in the State can be had Free of Charge.

my1 D. G. POWER.

CITIZENS OF MILWAUKEE!

Directory and Business Advertiser.

REMOVALS AND CHANGES.

HAVING COMPLETED THE CANVASSING OF THE City, the Publisher hereby gives notice, in case of any *Changes, Removals, Omissions, New Comers*, or otherwise, since the 1st of March, to report the same *without Delay* as the work will soon go to Press. Also ADVERTISERS to be in candidates as they will be called upon soon. A few more are respectfully desired, it being the cheapest and best way to advertise in the City or State. Some 150 copies will be circulated in the State.

Please be ready and hand in necessary Statistics, which must be of interest to many; by aiding thus you will obtain a first rate Directory. It will be delivered next month if possible; sooner if it were not for removals, &c.

It is no small job without co operation, in so large a city of nearly 35,000 inhabitants.

N. B.—All information &c., &c., can be left at Starr's Job Printing Office, Juneau Block, McKeen's, 192 East Water St., A. Decker, Grocer, 5th Ward, and Phillips & End, Merchants, Hustis Block, 2nd Ward.

JESSE M. VAN SLYCK,
Publisher of the Milwaukee City Directory for 1854-5
ap25-3t

SEIDLITZ POWDERS.—Warranted full weight for sale at BOSWORTH & SONS.

HAIR BRUSHES, a full assortment at BOSWORTH & SONS.

TOILET BOTTLES.—Rich Patterns for sale at BOSWORTH & SONS.

SPERM CANDLES by the box at BOSWORTH & SONS.

ORYX'S CORN STARCH in pound papers Warranted, at BOSWORTH & SONS.

SHERMAN'S Celebrated Cough and Worm Lozenges by the dozen or single box, at BOSWORTH & SONS.

PHALON'S Hair Invigorator, warranted Genuine at BOSWORTH & SONS.

HARRISON'S Amber Lavender Water at BOSWORTH & SONS.

FITCH'S Heart Corrector this day received, at BOSWORTH & SON'S

FITCH'S Pulmonary Balsam, this day received at BOSWORTH & SONS.

FITCH'S Nervine, this day received at BOSWORTH & SONS.

BROWN'S Fancy Soap, in 6 lb boxes for sale cheap at BOSWORTH & SONS.

DURKEE'S Baking Powder, in tin cans at BOSWORTH & SONS.

COOPER'S Refined Shred Isinglass in papers, at BOSWORTH & SONS.

WOOL TWINE, 20 bales at BOSWORTH & SONS.

BROOM Twine, 500 lbs, at BOSWORTH & SONS.

To Contractors!

HARBOR IMPROVEMENT,

OFFICE PUBLIC WORKS,
MILWAUKEE HARBOR, April 25, 1854.

PROPOSALS to be Furnish the following amount and description of Materials to the United States, on account of the harbor improvement at this place, will be received at this Office until the 9th day of May, 1854, at 12 o'clock at noon:

525 Pieces Hewn or Sawed Pine Timber, 32 feet long and 13 inches square.

432 Pieces Hewn or Sawed Pine Timber, 30 feet long and 13 inches square.

4,000 Feet (board measure,) 3 inch Pine Plank 16 inches wide.

2,000 Iron one and one half inch Round Bolt Iron, in pieces not less than 12 feet long.

To be delivered as follows, viz: One half, on or before the 20th day of May, 1854, and one half on or before the 20th day of June, 1854. Said Materials to be delivered at some point, to be designated by the U. S. Agent, near the old Government Buildings. Proposals for the Timber, Plank, and Iron, can be made separately; but no Proposal will be received for any less amount of either than that specified. Materials to be of the best quality, and to be subjected to the Inspection and Approval of the U. S Agent and Superintending Engineer, before being accepted.

H. W. GUNNISON,
U. S. Agent.

(Approved.)
J. D. GRAHAM, Lt. Col.,
Superintending Engineer,
of Lake Michigan Works.
ap26

NOTICE.

A MEETING of the subscribers to the capital stock of the United States Insurance Company, will be held at the room of the Milwaukee Mutual Insurance Company in Martin's Block on the 4th day of May next, from 2 to 4 o'clock P. M., for the purpose of electing nine directors of said company.

E. Townsend, Moses Kneeland,
Charles E. Wendt, Thomas R. Roddis,
J. B. Smith, S. S. Daggett,
James B. Martin, L. M. Tracy,
H. L. Palmer, Commissioners.
April 25, 1854. ap26dtd

A CARD

Of Invitation to the Ladies!

LEWIS BLAKE would respectfully acknowledge the FAVORS of the past season, and is determined to merit a continuance of the same, by at all times offering to the Public selections from the most complete stock of MILLINERY, LACES, and EMBROIDERIES, ever offered in any Western Market. Also a great variety of HOSIERY, GLOVES and FANCY GOODS.

ap26 L. BLAKE, 23 Wisconsin-St.

ELLIOTT'S Pruit Books; Lippard's Upper Ten and Lower Million; Nebraska Question, &c. &c. A supply at hand at the Irving Book Store, 146 E. S. Block. ap25

DRY GOODS, &C.

SEXTON BRO. & CO.,

EASTERN WHOLESALE

DRY GOODS HOUSE,

147 East Water Street.

1854.

Packages American, English and EUROPEAN DRY GOODS,

Yankee Notions, Hosiery, Straw Hats and Bonnets,

Comprising the most Complete and Extensive Stock in our Line ever

Offered to the Trade of Wisconsin.

Which we offer

At New York and Boston Prices.

In addition to our

REGULAR SPRING STOCK,

Now Landing and Opening,

We are receiving Weekly from the Eastern Markets

The Latest Importations & New Styles

OF AMERICAN GOODS.

SEXTON, BRO. & CO.,
147 East Water Street.
ap26

HOUGHTON & CO.,

206 West Water-St.

NEW

SPRING & SUMMER GOODS

LARGEST ARRIVAL OF

THE SEASON!

WE ARE NOW OPENING AT

No. 206 West Water Street,

(A few doors North of Spring Street,)

A Large and Select Assortment of

NEW DRY GOODS,

Purchased under very Favorable Circumstances, which we will sell at

Lower Prices than ever before!

Consisting in part as follows:

Prints, from 6¼ to 12½c.
Ginghams,
Printed Lawns, 6¼ cts.
Challi Barages,
Barage Delaines,
Mousselin Delaines.
Printed Barages,
Plain and Barred Swiss,
Dotted Swiss,
Checked Cambrics,
Victoria Lawn,
Collars and Chemisettes,
Undersleeves,

Black and Plaid Silks,
Chameleon Silks,
Shawls, a great vari ty,
Bonnets,
Parasols,
Hosiery and Gloves,
Black Lace Veils,
Black Lace Mitts,
Fans, a good assortment,
Ribbons,
Laces,
Fringes,
Velvet Trimmings, &c., &c.

In short, without stopping to enumerate we would say to all

Call and See our Goods!

And we will satisfy you that we can sell Goods at as LOW PRICES as any House in this or any other City.

P. S. Bleached and Brown Sheet
NEW YORK PRICES. ap28-1mo

NEW SPRING GOODS!

By Express and Railroad.

BOYD & LEDYARD,

NO. 7 SPRING STREET,

West Side of River, Milwaukee.

Are constantly receiving from the East, beautiful styles of

Bonnets, Ribbons

AND MILLINERY GOODS,

Together with a large lot of FANCY DRESS GOODS, such as Delaines, Challys, India Silks, Stripe and Pearl Silks, Ginghams, Prints, &c. &c., being also the largest assortment ever brought to this market.

They would call particular attention to their immense stock of

Lace Embroideries & White Goods,

which having been purchased under great advantages, they are enabled to sell lower than they have ever been offered Milwaukee.

Terms cash; and no deviation from the first price asked. Call, see, examine.

Milwaukee, April 19, 1854. ap22

New Goods! New Goods!!

I AM JUST RECEIVING MY

SPRING STOCK OF GOODS,

Which were purchased under as favorable circumstances as any in the market; having been purchased Exclusively FOR CASH, and will be sold at as Low Prices if not lower than any other establishment in the City. For the proof of which it will only be necessary for those wishing to purchase, to call at

No. 199 East Water Street,

And examine Goods and Prices. My Goods are of as good Quality and Styles as any in the market, and consist of nearly every thing in the Dry Goods Line. Such as

Silks, Cashmeres, Tissues, Bereges Muslin and Berege Delaine, Lawns, Jaconetts, Ginghams, Chambrais, Poplins, &c. &c. Crape, Shetland Cloakmere and Silk Shawls and Scarfs, Mantillas, Parasols, Fans, &c.

Embroideries,

Consisting of Chemizetts, Collars, Undersleeves, Worked Bands, Edgings and Insertings.

Straw Goods consisting of Bonnets, Flats, Children's Flats, and Straw Trimmings. Irish Linens Linen Lawns, Linen Cambrick, Linen Handkerchiefs, &c. &c.

Together with a good assortment of Domestic Goods, which will be sold Cheap for Cash, at No. 199 East Water Street, Martin's Block. ap20 E. S. BURR.

LADIES FANCY DRESS GOODS

—FOR—

Spring and Summer,

AT

ADLER & NEWBOUER'S,

NEAR THE

AMERICAN HOUSE.

WE are now receiving and opening daily, the handsomest and largest stock of new Spring and Summer Goods ever offered in this city, and at prices less than any other house in the city.

Black and Fancy Silks and Satins!!

We have also, Imported direct from Paris, every description of Ladies' Collars, Edgings and Undersleeves, such as cannot be found at any other house.

EMBROIDERIES AND LACES!

All our Embroideries are *Needle Worked*, and have been selected with great care, and to suit all tastes.

LADIES DRESS GOODS,

BERGALINE DE PARIS!

All sorts of Barege Delaines, Muslin De aines, Silk Poplins, Fancy Shawls, Crapes de, Thibet de, Plaids, Ginghams and Prints.

Call and see us. But few of the BERGALINES DE PARIS left, more expected daily.

N. B. Two cases of damaged Goods, for sale at less than cost.

Milwaukee, April 14th, 1854. ap14

SPRING GOODS.

Just Received By Express!!!

DIRECT FROM NEW YORK,

A LARGE and elegant assortment of New Style Bonnets, Ribbons and Dress Goods, among which may be found—

SUPER COL. SILK CHALLYS
Super Black " "
French Ginghams,
French Lawns,
All Wool Delaines, Plain,
" " Fig.
Velvet ribbons,
Crepe Shawls,
Printed Jaconets,
Silk and Worsted Barages.
Marabaux Silks, "a beautiful article."
Fancy Dress and Plain Silks.
Super Black Silks—Bischoff & Gro De Zurich, of rich Lustre and Warranted.
Parasols, Kid gloves, &c., &c., to all of which we invite the attention of the community.

Goods Arriving Every day.

ap10dtf BRADFORD BROTHERS.
155 East Water St.

BLACK SILKS.

ALL WIDTHS of BISCHOFF'S First quality,
Black Silks,
" "
Just rec'd at Gro De Zurich.
BRADFORD BROTHERS.

Spring and Summer Prints.

20 CASES NEW PRINTS, including the New Styles of Cochrco, Merrimac Globe Mills, just received and now opening at
BRADFORD BROTHERS.

Carpeting, Druggets,

India Matting, Floor Oil Cloths,

RUGS AND DOOR MATTS,

With Worsted Brocatelles, Damasks,

MOREENS, CORDS AND TASSELS,

And a general assortment of

HOUSE FURNISHING GOODS,

May be found at

H. P. PECK'S,

140 *East Water Street, United States Block.*
ap18

GODEY HAS COME!

A ND can be found at No. 17 Wisconsin Street.
ap26 C. J. GILBERT & CO.

PATENT MEDICINES.

Mexican Mustang Liniment.

DURHAMVILLE, N. Y., December 12, 1851.

Messrs. BRAGG & Co.:—

GENTS:—Although a stranger to you, I am not to your most valuable medicine called Mexican Mustang Liniment. One year ago, I became afflicted with an enlargement of my knee joint; also a weakness which disabled me almost from using my limbs at all. I called on a physician in Syracuse—(the name could be given)—she examined it and told me to bathe it with warm water, and rub it two or three times a day, and it might go off without much trouble; if not, to call again. Some weeks passed, and it grew no better. Then called on another doctor at Oneida Depot; he told me nothing would help it but blistering and lancing. I could not consent to this, and called on Drs. C. & T.; they gave me a mixture of lindigo calomel, &c. I tried this and it did no good. I then used five or six dollars worth of a liniment that had been recommended to me. All of those medicines I have been using for the last ten months, thoroughly, and according to directions, without the least possible good resulting from it. I then obtained some of your Mexican Mustang Liniment; the first bottle, a 25 cent size, I perceived straightened my joint. I am now using my fourth bottle, and my knee is nearly well. Yours, in haste,

HIRAM FIELD.

HUNTSVILLE, N. C., November 25, 1853.

Messrs. A. G. BRAGG & Co.: GENTLEMEN—Having been afflicted with the rheumatic pains for the last four years, and happening to meet with your advertisement in the papers, I resolved to give it a trial, as I had tried nearly every popular remedy without effect. I am now happy to say to you, that the Mexican Mustang Liniment has entirely cured me. I applied three tea-spoonfuls on my limbs, and was over as free from pain as I ever was in my life. My case was so strange to the people in this section, my friends are perfectly astonished at the effects of the Liniment. You are at liberty to make this public if you desire to do so.

With much respect, SAMUEL A. DAVIS.

Lumbago, Salt Rheum, Tetter, Eruptions, Ringworms and Piles, are cured in a very short time by applying the Mustang Liniment according to directions given with the bottles.

BROKEN and CAKED BREASTS, SORE NIPPLES, FEVER, ERUPTIONS, and CORNS on the feet, are easily cured

VOLUME X. MILWAUKEE DAILY SENTINEL. NEW SERIES

LEGAL NOTICES.

STATE OF WISCONSIN, } (IN PROBATE.
Milwaukee County.

The State Office, April 10, A. D. 1854.

In the matter of the Proof and Probate of the will and the appointment of Letters Testamentary thereon of Dennis Carmody deceased late of the County of Milwaukee, deceased.

Whereas, an instrument in writing, purporting to be the last will and testament of Dennis Carmody deceased, late of the County of Milwaukee, has been filed in the office of the Secretary of State, and whereas, application has been made to the Governor of this State by the executors named in said instrument, praying that the same be proved and admitted to probate according to the laws of this State:

Therefore, it is ordered that said application be heard by the Governor at his office in the city of Milwaukee, in said county on the 8th day of May A. D. 1854, at ten o'clock A. M.

And it is further ordered, that notice shall be given to all persons interested in said will, of the time and place of said hearing, by publication in the Daily Sentinel, a newspaper printed in said City, for three successive weeks, once each week, prior to the time of such hearing.

By the Court,
CHAS. E. JENEI: S,
County Judge.

ap5-3

Milwaukee County—In Chancery.

Jeremiah J. Boat, }
vs
Ira C. Boat et al }

It satisfactorily appearing from the affidavit of [illegible] that the defendants, Ira C. Boat, Lucy Boat, Lucy Ann Boat, Francis Boat, Mary Boat and [illegible] Boat, are non-residents of this State, and cannot be found therein, it is, on motion of [illegible] Kellogg, Edwin Kellogg, Francis [illegible] Hutchinson, solicitors and counsel of complainant, ordered that the said defendants cause their appearance to be entered herein within twenty days from the service of this order upon them, and in case of their neglect so to do, that the said bill be taken as confessed, and it is further ordered that a copy of this order be published in the Milwaukee Sentinel, a newspaper printed in said county, once a week for six weeks successively.

By the Court.
H. W. TENNEY,
Court Commissioner.
Dated March 22, 1854.
Henry N. Kellogg, Clerk. apl5anlw6w Mil Co Wis

ADMINISTRATOR'S SALE.

STATE OF WISCONSIN, }
MILWAUKEE COUNTY, }

In the matter of the Estate of Charles W. Middleton, deceased.

In pursuance of an order made by the Hon. Charles E. Jenkins, County Judge of the said County of Milwaukee, on the [illegible] day of [illegible] 1854, for the sale of the undersigned, Administrator of the Estate of Charles W. Middleton, deceased, hereinafter described, at Public Vendue, at the Court House in the City of Milwaukee, in said county, on the [illegible] day of May next, at the residence of [illegible] in the City of Milwaukee, in said county, at [illegible] o'clock A. M. and I will sell the following described tract of land situate in the County of Milwaukee and State of Wisconsin, to wit: [illegible] part of the south east quarter of section number fifteen (15) north of range number twenty-one (21) east of the fourth principal meridian, beginning at a point in the centre of the highway on the north line of said quarter section, thence north 89 degrees east along the centre of the highway to the centre of the highway on the north and south quarter line of said section, thence south 1 degree west 20 chains and fifty links, thence south 89 degrees west 20 chains and fifty links to the centre of the highway on the north and south quarter line of said section, thence north 1 degree west along the centre of the highway on the north and south quarter line of said section 20 chains and fifty links to the place of beginning, containing forty (40) acres of land, more or less, excepting and reserving from the above described premises a piece or parcel of land heretofore conveyed to the Milwaukee and Mississippi Railroad Company, and now occupied by said Company as a part of their road bed, and also excepting and reserving